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Automobile

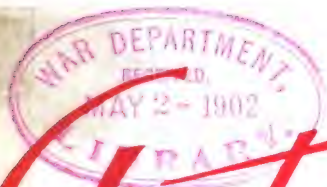
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Speed Question Reaches Acute Stage. /

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Automobile Topics

Illustrated.

Vol. IV.

NEW YORK, APRIL 19, 1902.

No. 1.



PICTURESQUE AMERICA.

On Lookout Mountain, Tennessee, with a Locosurrey. Moccasin Bend at the Left in the Valley.

EVERY SATURDAY.

Publication Offices: Park Row Building.

TEN CENTS.

[Entered at the Post Office at New York as Second Class Matter.]

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Publishers Automobile Topics

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New Address After May 1st, 1902—No. 29 West 42d Street, New York, N. Y.

Automobile Topics

Illustrated

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APRIL 19, 1902.

NO. 1

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AUTOMOBILE TOPICS FOR SALE ON ALL NEWS STANDS

Agency for Foreign Subscriptions:

INTERNATIONAL NEWS COMPANY

Breams Buildings, Chancery Lane, London, E. C.

Stephan Strasse, No. 18, Leipzig.

PRICE, 10 CENTS A NUMBER; \$4.00 A YEAR.

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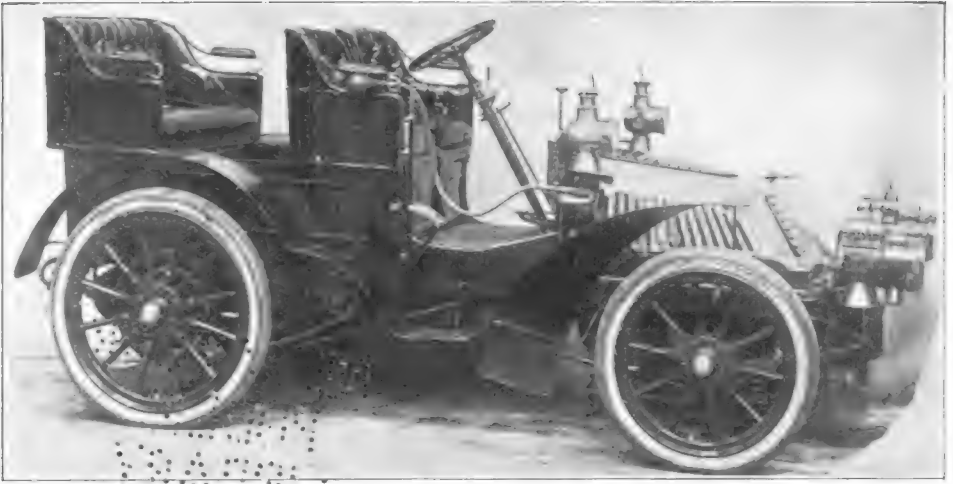
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Occupants, from left to right: E. Voigt, J. Dullea, H. D. P. Smith, H. Mohr.

SAMPLES OF THE FRENCH INVASION.

Automobile Topics

Illustrated.

VOL. IV.

APRIL 19, 1902.

No. I

Speed Question in Acute Stage

IN all the large cities the numbers of automobile speed hoodlums are multiplying, and the public is becoming incensed with anger over the dangers imposed on pedestrians and drivers of horses. Nobody has shown the way (except *Automobile Topics*) to the rational method for restricting the reckless without injuring the interests of the law-abiding automobilists and the growing industry which supplies their wants, and the result is the steady growth in volume and intensity of a public opinion leaning toward harsh repressive measures.

In New York Police Commissioner Partridge, under advice of the corporation counsel, last week issued a general order intended to bring about a strict enforcement of the legal restrictions imposed through the amendments to the highway law passed in 1901 and the Cocks law passed last month. If the members of the police in New York understand these general orders, they must be endowed with a legal bookish training much more thorough than generally supposed. Owing to the fact that the law of 1901 deals with offenses which can only be prosecuted by civil suit, and the law of 1902 with the criminal aspect of the same offenses, and the penalties provided differ materially, the Police Commissioner has been under the necessity of presenting some very confusing instructions, the eagle eye of the corporation counsel having, moreover, discovered that certain sections of the 1901 law, which it undoubtedly was the intention to supplant in the Cocks law, remain in force concurrently with other provisions of much narrower application. Thus, the 1901 law prescribes that, "No persons in charge of an automobile or motor vehicle shall drive the same on any public street or place at a greater speed than is reasonable

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and proper, having regard to the traffic and use of the highway, or so as to endanger the life or limb of any person." This clause remaining in force virtually renders all special speed limits superfluous, or, rather, would do so if it could be enforced by criminal suit. The corporation counsel has also discovered that the "public nuisance" act is applicable independently of special automobile legislation, and, accordingly, the police force are instructed "that automobilists commit a crime when they unlawfully annoy, injure or endanger any considerable number of persons, or obstruct or render dangerous a public highway."

By degrees the legal lights may discover that all special automobile legislation is superfluous, the ground being already covered by previous legislation of more general scope.

The Automobile Club of America has found occasion in these police instructions of nebulous character to issue its own instructions to its members, accompanied by the report of its law committee as to the legal status. The letter to the members is signed by President Shattuck, by order of the board of governors, and reads as follows:

"Because of the inconsiderate driving of automobiles practiced by a few owners of vehicles, there were at the last session of the Legislature in this State several bills introduced limiting the rate of speed and providing very drastic penalties. The law committee and officers of the club made many trips to Albany to oppose and modify this legislation, which was most strenuously pressed. They were in a large measure successful, and the law as it now stands in this State is in the main satisfactory. Below you will find a report of the law committee setting forth the law as it now is in the State of New York.

"You will see that we are at present limited to a speed not to exceed eight miles an hour in cities. It is our intention to try to have this speed limit raised in the unbuilt-up portions of the Greater New York. The Cocks bill provides that local authorities in cities may increase the speed above eight miles per hour, but, for the present it should be remembered that this rate of speed *should not be exceeded in the Greater New York.*

"We particularly desire to urge upon the members of the club that they observe the law, and to use great consideration in passing vehicles or foot passengers in the highway. It is to be remembered that the rights of the road should be enjoyed in common by all, and that the owner of an automobile has no more right in the roadway than any other citizen, and that he should be considerate of the rights of others. We trust that all members of the club will, in passing vehicles and foot passengers, do so at a moderate rate of speed, with their automobiles under good control, and that they will render every assistance to persons who may be driving horses that are frightened.

"Some members of the club have made it a practice when residing in the country to have their automobiles sent to the nearby town or village every morning for a week or two, and carefully run around the public square, so that owners of horses might have them accustomed to the sight of and to the noise made by the machines. Where this has been done it has been appreciated by horse drivers, and it tends to promote a feeling of friendship, rather than antagonism towards the automobile. We recommend this practice highly to you, and we suggest that all members of the club who reside in the country during the

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Summer make a point of doing this. By using care and by being considerate of the rights of others the feeling which has been engendered against the automobile can, we believe, be overcome."

The law committee explains the rights of automobilists as follows:

"The Committee on Laws and Ordinances herewith call your attention to the present state of the law regulating speed of automobiles. There are now two statutes relating thereto, *viz.*, Chapter 531, Laws of 1901, being an amendment to the Highway Law, sections 163 and 169 of which read as follows:

SECTION 163. ENTITLED TO FREE USE OF HIGHWAYS:—The commissioners, trustees, or other authorities having charge or control of any highway, public street, park, parkway, driveway or place, shall have no power or authority to pass, enforce or maintain any ordinance, rule or regulation, by which any person using a bicycle or tricycle, an automobile or motor vehicle, whether the same be propelled by steam, gasoline, electricity, or other source of energy, shall be excluded or prohibited from the free use of any highways, public street, avenue, roadway, driveway, park, parkway or place, at any time when the same is open to the free use of persons having and using other pleasure carriages, except upon such driveway, speedway or road as has been or may be expressly set apart by law for the exclusive use of horses and light carriages. The board of supervisors of any county may adopt ordinances regulating the speed of automobiles or motor vehicles on the highways or streets of such county, outside the limits of cities. No ordinance, rule or regulation adopted by the authorities of any municipality in pursuance of this section or of any other law, shall require an automobile or motor vehicle to travel at a slower rate of speed than eight miles per hour, within any city, town or village of the State in the built-up portions thereof, nor at a slower speed than fifteen miles per hour where the same are not built up. An ordinance adopted by the board of supervisors in pursuance of this section, regulating the speed of automobiles or motor vehicles on the highways or streets of such county outside of cities, shall supersede any such ordinance in such county adopted by the authorities of a town or village. But nothing herein shall prevent the passage, enforcement or maintenance of any regulation, ordinance or rule, regulating the use of bicycles or tricycles in highways, public streets, driveways, parkways and places, or the regulation of the speed of carriages, vehicles, engines, automobiles or other motor vehicles in public parks and upon parkways and driveways in the City of New York, under the exclusive jurisdiction and control of the department of parks of said city, nor prevent any such commissioners, trustees or other authorities in any other city from regulating the speed of any vehicle herein described in such manner as to limit and determine the proper rate of speed with which such vehicles may be propelled, nor in such manner as to require, direct or prohibit the use of bells, lamps and other appurtenances, nor to prohibit the use of any vehicle upon that part of the highway, street or parkway, commonly known as the foot-path or sidewalk.

SEC. 169. PENALTIES:—The penalty for violating any of the provisions of Section one hundred and sixty-three * * * relating to automobiles or motor vehicles propelled by electricity, steam, gasoline or other source of energy, shall be not exceeding twenty-five dollars.

"and the recently enacted amendment to the Penal Code, as follows:

SECTION 1. Section six hundred and sixty-six of the Penal Code is hereby amended to read as follows:

SEC. 666. A person driving any vehicle upon any plank road, turnpike or public highway, who unjustifiably runs the horses drawing the same, or causes, or permits them to run, or who drives or operates an automobile or motor vehicle, whether the motive power of the same be electricity, steam, gasoline or other source of energy, upon any plank road, turnpike or public highway within any city or incorporated village, at a greater rate of speed than eight miles per hour, except where a greater rate of speed is permitted by the ordinance of a city, or upon any plank road, turnpike or public highway outside of any city or incorporated village at a greater rate of speed than twenty miles per hour, or upon any bridge at a greater rate of speed than four miles per hour, is guilty of a misdemeanor, and shall be fined for the first offense not exceeding the sum of fifty dollars, and for the second offense not exceeding fifty dollars, or by imprisonment for a term not exceeding six months, or both.

"It is to be noted that, while there can be no misdemeanor for a speed below eight miles per hour in cities or incorporated villages, or twenty miles per hour outside of cities or incorporated villages, there may be a violation of the

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'Highway Law' where any local ordinance, rule or regulation limits the speed to any rate from fifteen to twenty miles per hour.

"For violations of the Penal Code, the misdemeanor is punishable by a fine not exceeding \$50 for first offense, and for second offense not exceeding \$50, or by imprisonment for a term not exceeding six months, or both.

"For violating the 'Highway Law' the penalty is not exceeding \$25, which, it seems, is collectible only by a civil suit.

"It is to be further noted that in cities the limit of eight miles per hour for misdemeanor may be changed where a greater rate of speed is permitted by ordinance. A proposed ordinance is now before the Board of Aldermen permitting a speed of ten miles per hour in the City of New York."

If these multifarious legal complications which the friends of automobilism and the enemies of "scorchers" have managed to foist upon the statutes of New York State, should finally simmer down to a common-sense living basis upon which all may be satisfied to stand, such consummation will testify greatly to the good judgment of the police, the magistrates and the automobilists, and if such good judgment is part of the equipment of these factors in the legal regulation of automobile traffic, all the special legislation would seem to be superfluous.

President Roosevelt's Baneful Conservatism

L F. TER BUSH, a newspaper correspondent in Washington, brings a story from the national capital which will make many people wonder at the ways of society folk.

Automobile dealers, he writes, who have been making an extra effort to make Washington the auto center of America, complain that the smart set of the capital is not taking to the horseless vehicles as it is in New York, Chicago, Boston and other large cities. The unbroken system of asphalt streets makes Washington the ideal place for autos, but the fad is not running riot, by any means. President and Mrs. Roosevelt are blamed for the flagging of interest, for there has been a perceptible decrease in ardor since they have been at the White House. Both are enthusiastic equestrians, and they set the style in outdoor exercise just the same as they do indoors. The smart set has stored away its automobiles and resumed the saddle.

Because the President has found it impossible, because of public business, to leave the White House before late in the afternoon, a stylishly-dressed equestrian is a rare sight in the vicinity of Washington before four o'clock. A few years ago morning rides were the fad. Now there is a general opening of stable doors at four o'clock, and the streets are filled with riders, who dash through the city on their way to the country. President Roosevelt seldom rides on the Conduit road or in the parks, and the fashionables, following his example, have abandoned these old-time favorite rides, and make across the river to the Virginia country roads. Auto dealers have tried in vain to have the President give their business a boom by using a machine, but up to date he has refused. It is

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asserted there would be twice the number of autos on the streets of Washington there are now if the President would set the fashion.

Mrs. Chauncey M. Depew is about the only woman of the ultra fashionable set who manages her own machine. She has an electric runabout, and she takes the senator to the Capitol every pleasant day. Mrs. O. H. P. Belmont has a French-made victoria, but she allows a chauffeur to manage it for her. The Countess Cassini, Miss Root and Miss Wetmore all have autos, but they seldom use them as compared with the number of times they are seen on their horses.

The Long Island Non-Stop Contest

ENTRIES for the 100-mile non-stop, endurance and consumption contest, to be held April 26, by the Long Island Automobile Club, will close on April 21, officially. That is, all entries received until that date will be printed in the official programme for the event.

Mr. A. R. Pardington (postoffice box 242, Brooklyn, N. Y.), chairman of the Press Committee, has sent out a print delineating the entire course as finally approved, and supplies the following information in regard to the arrangements:

The entries received prior to midnight of the 21st inst. will appear in the official Club program. All entries received subsequent to that date, but giving evidence of having been mailed before the 21st, will be accepted and allowed to compete. Contestants will be sent away in the order of entry. Allotment of observers will take place on the morning of the 26th, immediately before the start. All those who have volunteered, and whose services can be made use of, will be requested by mail to be on hand that morning for appointment. From present indications it will be possible for the Club to supply passengers to those cars whose full complement require more than two.

The events already number more than 30, and the club officials are confident that the total list will reach above the half-hundred mark, as they have assurances of additional entries from a dozen different companies or individuals, and the belated contingent, judging from previous experience, will amount to about 25 per cent. of the total.

Since last week the following entries have been recorded:

No.	Builder.	Type.	H. P.	Weight.	Passgrs.	Entered by.
19.	Automobile Co. of America	Gasolene	20	2,700 lbs.	4 to 6	Henry Cryder.
20.	"	"	9	2,000 "	2 to 3	"
21.	De Dion-Bouton Co., Paris, France	"	8	1,250 "	2	Kenneth A. Skinner.
22.	Lane Motor Vehicle Co. . .	Steam	9	1,350 "	4	Lane Motor Vehicle Co.
23.	Panhard-Levassor Co., Paris, France	Gasolene	16		4	E. E. Britton.
24.	White Sew. Mach. Co. . . .	Steam	6	1,350 "	2	} All entered by builders, and in classes C, D & E, under strictly non-stop rules.
25.	" " "	"	6	"	2	
26.	" " "	"	6	"	2	
27.	Torbenson Gear Co.	Gasolene	5	800 "	2	
28.	Peerless Mfg. Co.	"	16	1,700 "	2	Banker Bros.
29.	Ohio Automobile Club. . . .	"	12	1,995 "	2	Adams & McMurtry Co.
30.	" " "	"	12	1,997 "		" " "

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Earlier entries as reported in previous issues were as follows :

No.	Builder.	Type.	H P.	Weight.	Passgrs.	Entered by.
1.	Prescott Auto. Mfg. Co.	Steam . .	4½	1,100 lbs.	2	H. M. & W. H. Wells, Passaic, N. J.
2.	" " "	" . .	4½	"	2	H. M. & W. H. Wells, Passaic, N. J.
3.	Am. Darracq Co.	Gasolene .	16	1,700 lbs.	2 or 3	C. J. Field, New York.
4.	" " "	" . .	9	1,300 "	2 or 3	" " "
5.	Internat. Motor Car Co.	Steam . .	7½	1,400 "	2	A. G. Southworth, 342 Flatbush Ave., B'klyn.
6.	" " "	" . .	7½	"	2	The Mfg. Company.
7.	Panhard-Levassor	Gasolene .	24	3,000 "	4	Harry S. Woodworth, Rochester, N. Y.
8.	Geo. N. Pierce Co.	" . .	3½	700 "	2	P. P. Pierce, Buffalo.
9.	Haynes-Apperson	" . .	9	1,950 "	2	Geo. M. Brown, Hart- ford, Conn.
10.	Internat. Motor Car Co.	Steam . .	7½	1,400 "	2	H. B. Weaver.
11.	Peerless Mfg. Co.	Gasolene .	16	1,600 "	2	
12.	Overman Automobile Co.	Steam . .	14	3,000 "	4	
13.	Panhard-Levassor	Gasolene .	16	2,600 "	4	J. Insley Blair, New York
14.	Lane Motor Vehicle Co.	Steam . .	4	825 "	2	Lane Motor Vehicle Co.
15.	Knox Automobile Co.	Gasolene .	6	1,300 "	2	Knox Automobile Co.
16.	Locomobile Co. of America.	Steam . .	1½	900 "	2	Lawrence Abraham,
17.	Automobile Co. of America.	Gasolene .	7	2,210 "	2	Macomb G. Foster.
18.	Internat. Motor Car Co.	Waverley Elect.	2	1,050 "	2	International Motor Car Co., Toledo.

The officials of the contest have been selected as follows :

Referee—W. E. Scarritt, A. C. A., Pres. A. A. A.

Judges of Gasolene Vehicles—M. C. Krarup; W. J. Stewart, A. C. of N. Y.; L. A. Hopkins, L. I. A. C.

Judges of Steam Vehicles—H. Ward Leonard, A. C. A.; H. L. Towle, L. I. A. C.; L. R. Adams, L. I. A. C., A. C. A.

Judges of Electric Vehicles—Malcolm W. Ford; J. A. Kingman, A. C. A.; J. Adolph Mollenhauer, L. I. A. C.

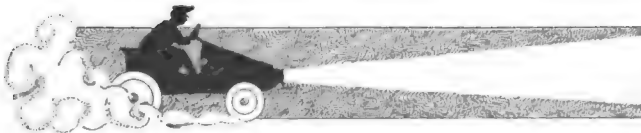
Judges of Hill Climbing Tests—F. B. Stephenson; H. R. Perkins, G. G. Stephenson, Jr.; Nathaniel Robinson; all of L. I. A. C.

Judges of Gasolene Consumption Test—W. Wallace Grant, Pres. L. I. A. C.; A. R. Shattuck, Pres. A. C. A.; W. P. Stephens.

Clerk of the Course—Frank G. Webb, L. I. A. C., A. C. A.

Timer—J. E. Savell, L. I. A. C.

To the owner of every vehicle fully equipped with Goodyear tires that finishes in the forthcoming Long Island endurance contest, and to which is awarded a 100 per cent. certificate, the Goodyear Tire & Rubber Co. will present a set of Goodyear detachable tires, the number of sets of tires to be limited to five. Should more than five vehicles qualify for this prize, the tires will be awarded by allotment.



Picturesque America

NONE of the American automobile companies has worked the mine of picturesque scenery as a setting in which an automobile may be presented and advertised to advantage as perseveringly and skilfully as the Locomobile Company of America. Many a page of free advertising has this company received through its thorough understanding of the fact that the desire for knowing and visiting the spots of rugged grandeur or charming landscape and



DESCENDING FROM LOOKOUT MOUNTAIN IN A LOCOSURREY.

surprising vistas, in which America abounds, has been immensely stimulated through the automobile movement.

Journals which report the doings of ultra fashionable folk are already informing us that extensive traveling in Europe is ceasing to be the fashion, and that a large number of wealthy people, who formerly migrated through foreign countries as a regular annual pastime, have bought secluded country estates at home and intend to cultivate hereafter the charms of a pastoral life, mitigated by the frequent use of automobiles for long excursions and touring. If this tendency should prove well observed and permanent, the large steam

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touring cars which made their appearance at the recent automobile exhibitions, have not been developed too early, for they possess certain advantages for touring over rough country roads or virgin ground which are not fully shared by any other type of automobile, and cannot fail to become appreciated. It is especially where roads give out entirely, where gullies must be crossed or streams forded, or the path must be carefully picked between large boulders, that the infinite gradation of which steam power is capable looms up as a merit of the first rank. Few would venture to approach the edge of a precipice without having the assurance, which steam affords, of ability to go as slowly as a snail, and of shutting the power off entirely at any second and without muscular effort or fear of a clutch seizing, or binding a trifle more than anticipated. And in crossing a Kansas ravine, how would the speediest and most perfectly obedient gasolene vehicle be situated after perhaps safely reaching the trough in the bottom, but then required to pick its way slowly up the slanting and rough incline on the opposite side. It may well be doubted if even the best steam vehicle can compete with horses for such work as this, but it can at least do better than other automobiles, and where the difficulties are not insurmountable for any vehicle propelled by wheel adhesion and revolution it would, in skilful hands, be even safer than animal traction.

Whether it is by accident or design that it has fallen to the lot of a steam vehicle manufacturer to bring automobile travel over virgin ground into prominence by well-chosen pictures, we do not know, but it seems appropriate that this should be as it is, and it seems worth while to call attention to those peculiar advantages of steam power, to which brief allusion has here been made, just at this juncture, when the merits of gasolene vehicles in other directions, and especially in fuel economy, are being so repeatedly emphasized.

New English Flash Boiler Car

IN addition to the Serpollet car which gained new laurels the other day at Nice by winning the Rothschild prize for the fastest one-kilometer spurt, another European flash boiler steam car has made its appearance.

The 6 h.p. tonneau and 10 h.p. omnibus body Miesse steam cars which took part in the Easter tour of the Automobile Club of Great Britain and Ireland attracted much attention, says The Autocar, and in outward semblance do not differ in any great particular from gasolene cars.

The flash boiler, which in the 6-h.p. car is formed of 100 meters of tube of varying bore, is placed beneath the bonnet forward of the dashboard, the burner, which consumes ordinary paraffin, being contained within the asbestos lagged metal case enclosing the boiler tubes. The burner consists of two tubes about 2½ inches in diameter, joined together at right angles, and lying along two sides of the fire box. The tube running across the fire box is that into which the oil vapor nozzle protrudes, while from the fore and aft tube six 2-inch tubes project at regular intervals right across the bottom of the fire box. The upper circumference of these tubes is perforated by a very large number of small holes, at which the combustible vapor burns with a blue flame. The oil is contained in an

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oil tank beneath the car, and is driven to two spiral coils of tube, which form the vaporizers lying across the sides of the fire, and thence to the nozzle or jet of the burner, by a pressure of 60 pounds to the square inch maintained by an air pump driven by crank disk off the engine shaft. This pump is fitted with a by-pass valve, which opens when the pressure in the oil tank exceeds 60 pounds per square inch.

The motor is a three-cylinder single-acting horizontal engine carried beneath the footboard, having its mushroom inlet valves above and its exhaust valves below the cylinders. There are, therefore, two camshafts, both of which are moved laterally by the same lever on the steering pillar. The stroke and bore of the 6-h.p. cylinders are 80 and 50 mm., and the 10-h.p. 90 and 60 mm. respectively. The water pump is fitted with an automatic by-pass. A tier of Loyal condensers is set in front of the car, and a horizontal nest of plain tubes is carried beneath the floor of the tonneau. These cars are to be built in Wolverhampton, England.

Enemies of Automobilmism

THERE is a popular search-warrant out for C. H. M., or for John Doe, Richard Roe, et al. who drove the automobile belonging to C. H. M. through White Plains on Thursday of last week. The Secretary of State at Albany can, of course, give the clue to the meaning of the initials. The cause of the commotion is reported in the New York Tribune as follows:

Some people whom it would be difficult to characterize in polite phrases are reported to have gone through the village of White Plains on Thursday in a racing automobile at racing speed. Competent observers estimated their rate at forty miles an hour. They ran their hideous engine along the middle of the chief thoroughfare absolutely regardless of all other vehicles. The sound and fury of their engine frightened a team of horses, which ran away, throwing a man and woman from the carriage and nearly killing them. Another horse was similarly frightened and its driver was seriously hurt. A dozen other accidents were narrowly escaped. Through all this the people in the red racing machine, bearing the initials "C. H. M.," kept right on, careless of the damage they were doing. When they saw a woman hurled from a carriage over a stone wall and left bleeding and senseless they merely grinned behind their goggles and put on more speed.

We have no doubt that if these reckless scorchers were arrested they would tell a very different story. They would swear to it that they were going at less than ten miles an hour and that their engine was mechanically incapable of greater speed. They would declare that they came to a full stop every time a horse pricked up its ears, and they would inveigh with virtuous indignation against the iniquity of horses which maliciously ran away in order to cast reproach upon an innocent machine. In all this, as in their all but murderous running amuck, they would be exactly typical of a too-numerous class of automobile drivers which infests New York and the region round about it, equally contemptuous of law, of truth and of the lives of their fellow men.

If the report can be substantiated all automobile users who desire continued liberty to drive their machines at a reasonably fast gait, should be willing to join in concerted action for holding the culprits up to public opprobrium and criminal prosecution.



Hartford's Electric Ambulance

THE Police Commissioners of Hartford, Conn., have placed with the Electric Vehicle Company, of that city, an order for an electric ambulance, as authorized by vote of the City Council some weeks ago. While the commissioners were naturally disposed to favor the home industry, they were, first of all, determined to secure a vehicle that should be completely satisfactory both as to running qualities and special ambulance equipment. Bids and specifications were obtained from several manufacturers. The specifications adopted call for a running gear similar to that of the Hartford police patrol wagon supplied about a year ago by the same company. The body and furnishings of the ambulance will present various improvements upon standard hospital style. The maximum weight will be approximately 4500 pounds without occupants; average speed, 11 miles per hour; mileage, 25 to 30, according to road conditions; motor, spring suspended; wheels, Archibald type equipped with three-inch solid rubber tires; side lever steering, two foot-operated brakes. Detail equipment includes leather-covered cot, which will be full width of vehicle, working in slides; two stretchers, sliding side windows at rear, full length rear doors with top windows, surgeon's seat at rear and broad step, two dome electric lights in ceiling, two outside side-lights and headlight, curved dash.

The purchase of this ambulance has been based very largely upon the unqualified success of the patrol wagon, which has much more than justified the most sanguine expectations of those who argued in its favor when the question of its installation was a live topic of discussion in Hartford's police and newspaper circles. The records of the department seem to have completely demonstrated the great advantage of electric over horse-drawn vehicles for this class of service. The patrol wagon has withstood the strains of unusually severe service under all sorts of weather conditions.

Santos-Dumont Turned Professional

M R. SANTOS-DUMONT, of aeronautic celebrity, has arrived in New York with a view to making ascensions for prize money in or near that city, and also to arrange with the St. Louis World's Fair Commission in regard to the aeronautic displays which have been planned by that body.

The motor balloonist has had an interview with Thomas Edison by special invitation, but was not encouraged by him to believe in the future of motor balloons. He has also been presented to President Roosevelt, who invited him to drop down with his balloon in the White House garden when convenient. In a subsequent conversation with Prof. Langley, of the Smithsonian Institution, Mr. Santos-Dumont learned that this scientist is preparing an aeroplane machine capable of carrying one man. He promptly offered to pilot this machine on its first flight.

In regard to balloon ascensions the French-Brazilian experimenter has taken a new position, having already spent a fortune of his own. He now refuses absolutely to make flights unless sufficient prize-money is offered to defray the expenses. By this decision he enters the class of professional motor-balloonists

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by analogy with the distinction between amateurs and professionals in other sports.

He received less encouragement at first than he had expected in this respect, but now it seems that the Brooklyn Rapid Transit Company has come to his rescue with a proposition to spend \$75,000 if necessary to enable him to fly from Brighton Beach, up the Narrows, around the Statue of Liberty, up the East River, over the Brooklyn Bridge and back to Brighton. The company expects, of course, to receive compensation in increased traffic over its line.

Pleasure Travel in France

HOW "our Willie" shot from Monte Carlo to Paris in 17 hours running time, at an average speed of nearly 40 miles per hour, and with only one stop for sleep, has been announced in the cablegrams, from which the publicity-ridden Vanderbilt family can nowhere escape except by doing and saying absolutely nothing.



THE COUNT OF CADIGNAN IN A VILAIN CARRIAGE, EQUIPPED WITH ROUSSEL WHEELS, STARTING FOR SIX DAYS TRIP FROM PARIS TO NICE.

At about the same time a caravan of other automobilists started in the opposite direction over the same roads in order to witness the automobile races and festivities at Nice. Their time schedule specified a whole week for covering the distance of about 1000 km., or 620 miles, and it was the intention of these travelers to enjoy the scenery along the roads, the hospitality of friends in the

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stopping places and, in general, to get acquainted with their own country. Unfortunately for them the weather was torrential from the start, and the roads were drenched, but this did not deter them. Many women took part and the utmost liberty reigned with regard to the choice of routes between the way



ONE OF A CARAVAN OF AUTOMOBILES BEGINNING A PLEASURE TRIP THROUGH FRANCE.—A 10 HP. PEUGEOT LIMOUSINE.

stations. In the accompanying engravings from photographs taken at the start it will be noticed that some of the voyagers did not disdain to seek the protection of a closed carriage of the overbuilt tonneau pattern, and that one of the vehicles is equipped with elastic wheels fitted with solid tires.

Mr. Kenneth A. Skinner, who is at present in New York exhibiting his freshly imported De Dion-Bouton 8 and 15hp. tonneaus, phaetons and spiders, at 157 West Sixty-sixth street, has learned that certain Americans are at present engaged in the questionable enterprise of buying up old models of De Dion motors in Europe, with the idea of disposing of them in this country on the strength of their name. Those who have followed the French De Dion company's development will know that its latest models are highly improved in many details, and that there is good reason to warn the public against accepting old motors as the best that can be obtained. Another point of general interest under the circumstances is that repair parts for old-style motors will not be obtainable in this country, as Mr. Skinner, being the only authorized agent, would refuse to sell parts for any but the latest models imported by himself.

The Automobile in Political Economy

WHETHER it is cheaper and pleasanter to pay wages than to keep slaves is one of the questions involved in automobilism. We abolished human slavery; we still have the animals, and we must feed them and groom them and doctor them. In return they give us work and pleasure. In the work which they do, their brains, subjugated to our will, relieve us to a considerable extent, of attention and effort. The machines which it is proposed to substitute for them will, under normal circumstances, do more work, better work and quicker work, on feed that costs less. Whether they require more grooming and more doctoring, or less, is still an open question, but it is certain that, while performing their work, they require undivided attention, as well as mental and muscular effort. This attention and effort the owner must give in person, or he must hire it. From being the master of a horse, he has become the slave of a machine. If he shall "break even," the machine must do a great deal more and better work than could be had from the horse. And, what is more, the owner must have use for this extra work. He must be compensated for (1) the comparative severity of operating a machine; (2) for the extra skill required in caretaking, high skill being worth more than common skill; (3) for the extra first cost, over and above that of horses; and (4) for the cost and inconvenience which may arise from the fact that with a machine, if it is out of order and requires special care or repairs, it is necessary to provide the means and ways for having such care bestowed or repairs done, while with the horse it is in most cases sufficient to give it a rest; and nature—an automatic remedial agency of the highest order—will restore the brute's mechanism to working order.

When automobiles are used for sport, the reckoning of the pros and cons looks differently, because in sport work is play, and if the automobile imposes more work on its owner than the horse, the addition may be figured on the credit side for the automobile. This is probably the main reason why automobiles, so far, have been much more successful in sport than in work, and much more successful in emergency work than in routine, humdrum work. In emergency work it supplies the speed and endurance which could not be obtained from horses by any available means, and such work commands a fancy price.

On the question of first cost, there is another side, which means something with regard to the economical comparison between horses and automobiles for the nation. The horse is produced without any particular skill and effort, and without engaging the time of workers to any appreciable extent. The automobile is produced by workers whose time could be turned to account in many other forms of factory production. The machine tools and materials engaged in its production have also engaged the time of workers. It is at least questionable if there is not, with this in view, a national loss in producing automobiles instead of horses, the latter being largely a by-product of agriculture, made from materials which would otherwise go to waste, and engaging the

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attention of men whose time would otherwise go to waste. It lies near to say that the production of automobiles does not interfere with the production of horses, and that automobiles constitute a new commodity, by which an addition is made to the sum of enjoyment and happiness of the human race. But, while it may be conceded that wealth is not the *summum bonum*, it is the only thing to be considered when the economy of automobile traction is considered. If the work put into automobiles would otherwise be put into other productive manufacture, which adds to the enjoyment and happiness of mankind, it must remain questionable if the enjoyment and happiness added by the automobile is not too dearly bought, considering that similar enjoyment and happiness may be obtained from horses, a by-product which does not diminish the production of other good things.

Against all this reasoning, which makes it appear doubtful if there is any gain in national wealth for the present by the production of automobiles, the spirit of this age raises its voice in no uncertain tone. It maintains that it has been abundantly proved that mass production of machines and by machines quickly leads to indisputable economy, and, consequently, to placing commodities at the disposal of the many, which were previously only at the disposal of the few. It also asserts that the merchant or the farmer who can see his way to have his hauling done better and more cheaply by automobile power than by horses, will adopt the new method, whether the nation's wealth and happiness are increased or diminished thereby. It is, in fact, his object to get as large a slice as possible for himself out of the nation's wealth, leaving it for others to take care of themselves. The same absolute selfishness obtains in regard to the use of automobiles for pleasure. If they afford pleasure, they will be made and used, irrespective of the useful and productive work with which their production may interfere, until their use for such pleasure purposes is seen to clash so strongly against the equal rights to pleasure and safety of the multitudes that the latter rise in their voting strength and impose restrictions which reduce the pleasure.

Even from these few haphazard remarks it will be seen that the position of automobilism in the body politic is quite complicated, and worthy of the attention of statesmen, and it may also be perceived that the rapid development of business automobiles by mass production methods presents the most obvious means for reconciling the interests of the few, in pleasure automobiles, with the interests of the many, in economical productive work.



Sport and Utility

ON April 26 about fifty vehicles will run 100 miles each, over a measured course, with observers in each vehicle, timers at intervals of five miles, and under strict observation in regard to fuel consumption and the cause of stops. Probably about thirty-five different makes of automobiles will be represented. The spectacle which will be unrolled for all interested in automobile progress will be like one of those composite photographs by which the physical characteristics of a hundred Harvard or Vassar students are shown averaged up in a single picture. The contest to be held on Long Island will present a mental picture of the average automobile running 5,000 miles, in so far as possible without stops, and the whole trip condensed into a single day. At the same time, it will afford the opportunity to dissolve this picture into its constituents, and yield an indisputable measure of the merits of each of the entries, at least on some of the most important requirements of automobiles. The main points which will escape rigorous scrutiny have reference to the durability of the vehicles and their varying degree of comfort for drivers and occupants. The shortness of the trip precludes definite conclusions on these points, but enough remains to afford a highly interesting demonstration.

With Albert de Dion, Albert R. Shattuck, Albert C. Bostwick and Albert Santos-Dumont occupying niches of fame in the temple of motor vehicle transportation on and above the earth, may it not be appropriate to select St. Albert as the patron saint of the movement?

General Lew Wallace, of Indianapolis, has purchased a Waverley electric carriage and may soon turn his eloquent pen to the description of a modern chariot race. For a dramatized version of Ben Hur what could be more appropriate than an automobile race—on rollers! All the *dramatis personae* could remain in full view of the intelligent public till the race was finished.

The automobile show opened by the retail trade in Washington, D. C., Monday of last week, enjoyed a liberal patronage by Washingtonians. For Wednesday the management had arranged a parade, and this came off, spite of a steady drizzle. The parade was headed by Lieutenant General and Mrs. Miles, after whom rode Senator W. A. Clark, in his French machine. Among others who participated in the parade were Colonel Albert A. Pope, of Boston; Colonel Henry May, Miss May, Mr. E. M. Sunderland, Dr. French and Mrs. French, Mrs. Larz Anderson, Mr. and Mrs. W. J. Foss, Mr. Larz Anderson in his French machine, Mr. F. Granville Russell, Mr. Schuyler S. Olds, Jr., Mr. C. H. Weaver, Mr. A. L. Cline, Mr. E. L. Weston, Mr. Friedman, Mr. Fields and party, Mr. Kenneth A. Skinner and party, Rev. Dr. Aspinwall, Mr. T. E. Waggaman and party, Mr. La Roche, Mr. L. B. Emmert and party, Mr. W. T. Headley and party, Mr. Rosenbluth, of Philadelphia; Mr. Arthur F. Howes and party, Mr. Harry P. Leach and party, Mr. and Mrs. Muhleisen, Mr. F. P. Pyle, Mr. Arthur F. Eaton, Mr. Frank L. Boyd, and Mr. W. B. Donaldson.

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The French farming communities begin to realize the value of automobiles as affording a means of cheap and rapid transport. More than that, the utilization of alcohol for power is recognized as a direct source of wealth; hence the forthcoming contest organized by the French Minister of Agriculture for motor-vehicles using alcohol. The many agricultural syndicates in France are equally solicitous in the matter, and in addition to petitioning the Government to allow the Paris-Bordeaux race, many are offering prizes and doing all they can to foster the industry. The president of the Societe d'Agriculture de la Gironde has written to the Automobile Club of France offering a gold medal for the best vehicle using alcohol.

A week before Cecil Rhodes died two automobiles left England, says the Motor Car Journal, which were intended for his use in South Africa, and it is known that Mr. Rhodes had hopes of traveling from the Cape to Cairo on an



COTTEREAU 10 HP. 2-CYLINDER TONNEAU.
Imported by the Central Automobile Company of New York.

automobile—a journey that would have placed the position of the motor-car beyond dispute in Africa. In the last days of his life an artificial supply of pure oxygen was introduced into his lungs. On a recent Sunday he took a turn for the worse, and the doctors again had recourse to oxygen. Unfortunately the supply to hand was not sufficient, but his Wolseley car was dispatched to Cape Town—sixteen miles away—in the small hours of the morning, making the trip there and back with a fresh supply of oxygen in record time. Time after time the automobile has proved its value in cases of such emergency.

The new Locomobile touring cars, which are of impressively heavy and stylish design, are beginning to arrive from the factory at Bridgeport in numbers sufficient to make their presence felt on New York City's boulevards.

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Dr. Charles Rygate of Sydney, Australia, while en route to London, England, stopped off in Chicago and bought a Toledo steam carriage from Githens Brothers on "Automobile Row," Chicago. It was ascertained on this occasion that the shipment of an automobile from Chicago to Sydney via New York and London, though requiring three months in transit, costs less than the freight from Chicago to San Francisco by rail.

Those wishing to follow the trend of automobile inventions closely will have an opportunity to do so by subscribing for the American Electric and Automobile



C. R. MABLEY AND F. KNIGHT IN 15 HP. CHARRON, GIRARDOT & VOIGT CAR.
To be Manufactured at Rome, N. Y.

Patents Monthly, of which the first issue, dated January, 1902, has come to hand. It contains the complete drawings and claims of electric and automobile patents issued in the United States, including also those for gas and air engines. The compiler is James T. Allen, Examiner of the Patent Office, and the publishers the American Patents Publishing Company, Washington, D. C.

W. R. Hearst, the owner of the New York Journal, is seeing France per automobile, piloted by Henry Fournier. The two left New York together. Their present mount is a 24 h.p. Mors machine.

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ON TRAVERS ISLAND, SUNDAY, APRIL 6.—FIRST EXCURSION OF
With a view to repeated excursions by the members of the Athletic Club, arrange
It will be fitted up with an electric recharging apparatus

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OMOBILISTS BELONGING TO THE NEW YORK ATHLETIC CLUB.
are now being made to construct a suitable automobile stable at Travers Island.
and gasolene supplies will be on hand when needed.

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Probably the most luxurious automobile in New York is owned by James Stillman, the banker. It is a 40-horse-power Mercedes, seating six persons, and fitted with a canopy top. A glass front effectually prevents the air from striking the occupants when traveling at speed on the country roads, and renders those strange-looking auto goggles unnecessary. The carriage attracts more than ordinary attention on the streets. It probably cost the owner close to \$20,000.—*New York Commercial Advertiser*.

The Locomobile Company of America has entered another lawsuit in protection of the rights it acquired by purchase of the George E. Whitney patents: this time it is against the White Sewing Machine Company.

W. K. Vanderbilt, Jr., and Baron Henry de Rothschild, of Paris, are planning to try conclusions with their identical 40-h.p. Mercedes machines over a course of 220 km. (137 miles), for the benefit of the poor of Paris. The race is to come off before May 15. The poor will be interested to the extent of \$200 in securing local permission for the spurt.

French automobilists still entertain the hope that the Paris-Vienna race will be partly realized, spite of the refusals of the Bavarian and Austrian governments to sanction the race through their territories. It is believed that the French Government will eventually permit the race through France, but is withholding the sanction at present, owing to the general elections for the Chamber of Deputies.

Course for Short Record Runs

THE course for the speed trials of the Automobile Club of America, to be held on May 31, selected by the Race Committee, of which Albert C. Bestwick is chairman, is along the new South Shore Boulevard that runs through the heart of Staten Island.

The committee scoured through Westchester and the most adjacent counties in New Jersey, but without satisfaction. For satisfactory work a level stretch of smooth, fast roadbed, three miles long, was needed.

The South Shore Boulevard was begun in 1898, and five miles of it were completed in 1900. Since then it has been considerably extended, and it is now practically completed. The desirable stretch of road on it begins just beyond the Grasmere station, and extends toward New Dorp. The direct way of reaching the course is to go over the hills along Vanderbilt avenue, but the longer and easier way is to go along Bay street and New York avenue to Fort Wadsworth, and then over the Fingerboard road to the street on which the Midland Beach trolley cars run. This street connects directly with the South Shore Boulevard.

The racing committee of the A. C. A. is confident that no trouble will be experienced in securing the consent of adjacent property owners and the permission of President George Cromwell of Richmond Borough.

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

E. E. SCHWARZKOPF, *Editor.*

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VOL. 4 No. 1

NEW YORK, APRIL 19, 1902

PRICE TEN CENTS

AUTOMOBILE TOPICS is published weekly, by Automobile Topics, 2001 Park Row Building, New York. Subscription price, \$4.00 a year in the United States and Canada, or in foreign countries within the Postal Union, \$6.00 (gold) in advance. Advertising rates may be had on application.
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JOIN THE CLUB OR FORM ONE

OFFICIALLY, the leading automobile clubs have taken a decided stand against excessive speed on streets and roads. But clandestinely many of their members rebel against this stand, while paying tribute to the law-abiding spirit by concealing their disapproval of its mandates. This could not be otherwise. It would be impossible for any club openly to endorse the "scorcher," the "road hog" or the "speed baron"—whatever he should be called. It would be equally impossible that any automobile club, being largely composed of enthusiasts—enthusiasts for speed, of course—should not contain many members of a selfish disposition to go as far in indulging their new fad as circumstances will let them. And, so far, circumstances have been lenient. It happens, however, that the official virtue of the clubs has found it necessary to demonstrate its own genuineness in practice, and the practice happened to prove that there was some unexpected pleasure in the virtue of necessity. The slow club runs, governed by law-abiding pacemakers, were found actually enjoyable. Through them a new polity was discovered. It was seen that one of the true functions of an automobile club must be that of protecting its members against the suspicion of being reckless and inconsiderate "chauffards," and that this desirable end could be accomplished by sincerely insisting upon speed modera-

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tion—not merely preaching it—for all occasions liable to attract attention, and by making such occasions so frequent and conspicuous as to actually set a good example.

Confronted with problems of speed regulation in Chicago, one of the members of the Chicago Automobile Club stated that the sinners were chiefly those who did not wish to join a club. This remark should perhaps be taken up and agitated by all clubs, as it contains much truth, and will soon contain more, if the clubs continue to adhere to the policy of enforcing moderation. It should be possible to create the impression, and sustain it, that membership in a club may properly be considered a guarantee of a desire to be law-abiding. Every automobilist will desire to be so labeled, and afterwards may feel the necessity of living up to his professions. The policy should attract many new members to the clubs, and should stimulate the formation of new clubs in localities where none exists.

THE PUBLIC NUISANCE PHANTOM THREATENS

SECTION 385 of the penal code of New York State defines a “public nuisance” as follows:

“A public nuisance is a crime against the order and economy of the estate, and consists in unlawfully doing an act, or omitting to perform a duty, which act or omission:—

“Annoys, injures, or endangers the comfort, repose, health or safety of any considerable number of persons; or

“Offends public decency; or unlawfully interferes with, obstructs, or tends to obstruct, or renders dangerous for passage a lake, or a navigable river, bay, stream, canal, or basin, or a public park, square, street or highway; or

“In any way renders a considerable number of persons insecure in life, or in the use of property.”

It will readily be seen that it will not require much provocation on the part of selfish automobilists to arouse public opinion to such a point of anger as to have all automobiles which are mechanically capable of high speed declared public nuisances. And with a judicial precedent to this effect established, automobile owners will stand a poor show for enjoying the rapid driving which is one of the principal charms of automobilism, and which might be indulged frequently if all drivers would exercise discretion and consideration for others on all occasions when high speed should not be indulged. The automobile industry cannot yet afford to dispense with the luxury of speed as an inducement for its patrons. If pleasure automobiles are declared public nuisances before the more sedate business automobile has been perfected, the chances are that the advent of the latter will be much retarded for lack of capital wherewith to develop it.



Clubs and Associations

THE Chicago Automobile Club has closed a three-year lease for the premises at 243 Michigan Avenue, to be used as a club house. The ground dimensions are 75 x 170, containing a brick building, three stories and basement formerly used as a residence. In the rear is a large barn which can be used for automobile storage by members of the club. The building is to be overhauled and remodeled for its new use, provision being made for bachelor apartments. The club now has over a hundred members and expects to double the number as soon as its new quarters are completed. The club has co-operated with the city officials toward putting a stop to scorching on the streets and boulevards.

Winthrop E. Scarritt, president of the American Automobile Association, has announced his selection of the chairmen of the standing committees of the organization. Under the rules they also must be members of the board of directors.

Chairmanships have been tendered by the president as follows: Legislative, Jefferson Seligman, Automobile Club of America; membership, F. C. Donald of the Chicago Automobile Club; highway improvement, Frank G. Webb, Long Island Automobile Club; technical, Julien A. Chase, Automobile Club of Rhode Island; auditing, Frank C. Lewin, Automobile Club of Philadelphia. William J. Stewart, Automobile Club of New Jersey, Newark, has been selected chairman of the racing committee.

The Chicago Automobile Club has decided to hold a 100-mile non-stop contest on July 12, the maximum speed to be 15 miles per hour.

The Speed Question in Chicago

RECKLESS running of automobiles at high speed has become such a menace to life and limb that the city and the Automobile Club have joined hands to stop it, writes the Chicago Tribune. The city authorities are planning stringent measures.

The carelessness of operators has reached such a degree that City Electrician Ellicott, who dispenses automobile licenses, calls it an "epidemic," and predicts that deaths will result.

Unless there is a change in methods, the "white ghosts," "red devils," and others, will be barred from the streets, and no permits will be given for a machine which has a speed capacity of more than 12 miles an hour. Boulevards and downtown streets are becoming dangerous spots, and narrow escapes from serious accidents are frequent.

It is claimed that the temptation to take a machine at a high rate of speed into a crush of vehicles and past crowded street intersections leads an operator to throw away all regard for common rules of safety, and to trust to good luck

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and the nimbleness of the pedestrians to get through without accident. From the pedestrian's point of view, it has become wearisome. The horn of a big-eyed, red or white apparition may send him jumping for a lamp post at nearly any street crossing, and it becomes exhausting to the nerves. The pedestrian knows where to find the trolley and cable cars, and he can hear the teams, but the automobile catches him unawares.

When the machines first came into general use the danger lay in their waywardness and the operators' ignorance. Having gone through the stage when the machine had a disposition to enter stores through the plate glass windows, and to fall down basement stairs, it now has reached the stage where it runs down vehicles and scatters pedestrians.

A big autocar demolished a cab last week, and threw the driver to the ground. Shortly after that a racing machine came down on a crowd at full speed, dodged among a number of vehicles, and made several pedestrians jump for their lives. The operator went at it naturally, as if taking desperate chances was part of the sport.

"At the rate things are going," said Mr. Ellicott, "deaths will soon result from the disregard many automobile operators exhibit for the common rules of safety. If a little more care is not exercised the city will simply refuse permits for machines which have a speed capacity of over 12 miles an hour."

Speaking of the plans of the Automobile Club to keep the sport within bounds of safety, Secretary Frank X. Mudd said:

"The club has decided to aid the city in arresting automobile operators who violate the ordinances. If a member of the club violates them he will be expelled. The reckless men, however, usually are those who will not join the club. The committee which we will appoint will assist Mr. Ellicott in running down cases of violation of the ordinance."

Charlottesville Good Roads Convention

THE Good Roads Convention held at Charlottesville, Va., under the auspices of the National Good Roads Association, the United States Office of Public Road Inquiry, and the Jefferson Memorial Road Association, was significant as evidencing the rapidly growing recognition of the Good Roads movement throughout the country. The Charlottesville convention marked the end of the tour of the Southern Railway Company's "Good Roads Train," which left Washington last October, carrying road-building machinery and road experts, and made official stops at the following places:

Winston-Salem and Asheville, in North Carolina; Greenville and Chattanooga, Tenn.; Birmingham, Montgomery and Mobile, Ala.; Atlanta, Columbus and Augusta, Ga.; Greenville, Columbia and Charleston, S. C.; Raleigh, N. C.; Danville, Richmond, Lynchburg and Charlottesville, Va.

Conventions were held at all these places. State and county Good Roads associations were formed, and a sample of good road was constructed at each place. The train covered some five thousand miles, congregated over fifty thousand people, and constructed about thirty-four miles of sample road.

At Charlottesville men of national reputation addressed an audience of two

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or three thousand people throughout the greater part of three days, and nearly a mile of road was constructed of what is to be known, when it is completed, as the Jefferson Memorial Road, running from Charlottesville about three miles to Monticello, the home and tomb of Thomas Jefferson. On two successive days special trains from Washington, over the Southern Railway, brought a large number of senators and congressmen to attend the convention. Gen. Fitzhugh Lee, the president of the Jefferson Memorial Road Association, presided, and among the speakers were Senator Hanna, Gen. Nelson A. Miles, Gov. A. T. Montague, of Virginia; Samuel Spencer, president of the Southern Railway; Stuyvesant Fish, president of the Illinois Central Railway; George Stevens, president of the Chesapeake & Ohio Railroad; Col. W. H. Moore, president of the National Good Roads Association; Hon. Martin Dodge, director of the United States Office of Public Road Inquiry; Gen. Roy Stone; Col. Jos. H. Brigham, assistant secretary of agriculture; Commissioner Normann, of the United States Land Office; Secretary of Agriculture Hamilton, of Pennsylvania, and Congressman Littlefield of Maine, Davis of Florida, Tongue of Oregon, Otey of Virginia, and a large number of visiting congressmen and department officials. The Automobile Club of America was represented by its secretary, Mr. S. M. Butler.

Trade Notes and News

[Insertions under this caption 3 cents per word; minimum 50 cents per insertion. Payment must invariably be made in advance—in postage stamps if desired—as no accounts can be opened for this class of advertising.]

\$650. WINTON—Remodeled into touring car; carries six; roomy, splendid condition. Big bargain. Room 210, 116 Nassau street.

NEW STORAGE STATION—The Buffalo Automobile Station Company has purchased the plant of the New York Transportation Company at No. 240 West Utica street, Buffalo, and have opened this place as a complete storage and repair station, in charge of Mr. F. A. Babcock, general manager.

KEROSENE ENGINE—The International Power Vehicle Company, of Stamford, Conn., is ready to mail its catalogue showing the International Kerosene Oil Engine for automobile, marine and stationary purposes. This engine has fewer parts than any other internal combustion engine in existence. The mixture is fired by compression of part of the charge in a small auxiliary combustion chamber, entirely dispensing with electric ignition and all the troubles incidental thereto.

CLARK TIRE AGENCIES—The Clark Tire Company, of Chicago, makers of the

Clark detachable automobile tires, have appointed Brandenburg Brothers & Alliger, of 93 Lake street, Chicago, Ill., and 56 Reade street, New York, general sales agents for their tires in the United States.

PROMPT DELIVERIES—The International Motor Car Company, of Toledo, O., is prepared to make immediate deliveries of Waverley electric carriages. All 1902 models are fitted with the electric brake, which makes it possible to operate safely in the most crowded traffic without ever having recourse to the foot brake.

GENUINE 1902 DE DIONS—Mr. K. A. Skinner, of Boston, the sole representative of the Paris De Dion-Bouton Company, is in New York with his new models of 8 and 15 hp. Tonneaus, Phaetons and Spiders, 157 West 66th street, where the models can be inspected and intending purchasers can have a trial until April 26.

OLDSMOBILE, practically new; perfect running condition; \$600; Winton, 1900 model, very cheap; Locomobile, \$350; steam Surrey, \$550. Webster, 10 West 60th.

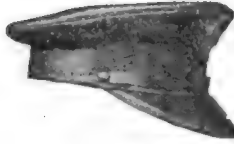
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Auto Jacket**

Made from
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Only correct style adopted
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wear as light as a feather.
Also of Mexican kid.



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Our Gauntlets embrace new
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**Leather
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Our Leather Knicker-
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They are acknowl-
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C. G. GUNTHER'S SONS

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1820

184 Fifth Avenue, New York

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In Fur, Leather and Cloth, in all the various shades. Suits in one piece; Coats, long and short; Trousers with and without feet; Vests, Robes, Boots, Foot Warmers, Gloves, Caps, Leggings, Capes, Collars, etc. All goods sold by our house are strictly of our own manufacture. Orders by mail or information desired will receive prompt attention. Patterns and designs of special styles and estimates submitted upon application.

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of the vintage of 1893, the same as is now being shipped to this country

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He will help us to convince you that we make the most complete, reliable and satisfactory vehicle on the market to-day.



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AUTOMATIC
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The *Toledo* Steam Carriage

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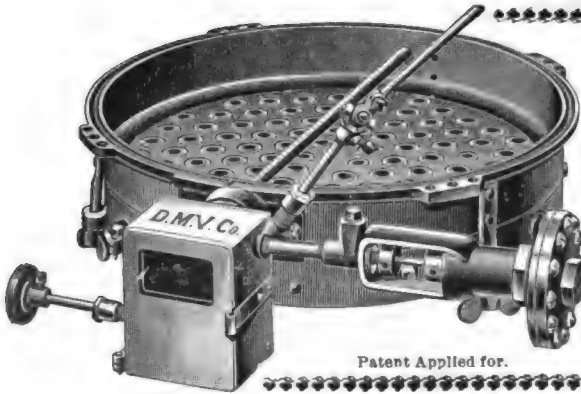
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One-Piece Cast Iron Burner. Can't Warp or Leak. Will not Burn Back or Blow Out. Pilot Light Burns constantly. Generator and Pilot Light can be Attached to other Burners. Send for descriptive circular.

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The VICTOR Steam Pumps

Weight, $4\frac{1}{4}$ lbs.; space required in carriage, 9 inches in length x 3 inches in diameter.

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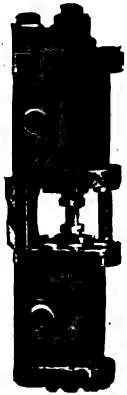
Capacity, 80 lbs. pressure on fuel tanks or tires in one minute with a boiler pressure of 125 to 150 lbs.

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Capacity, three gallons per minute against 200 lbs. boiler pressure.

Price, \$30.00 each

These pumps have been adopted by the Locomobile Co., the Mobile Co., and other leading manufacturers of steam carriages.

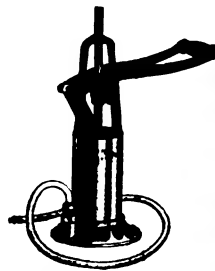


Water Pump

OVERMAN AUTOMOBILE CO.

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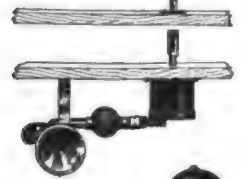
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PRICE \$12.00 COMPLETE

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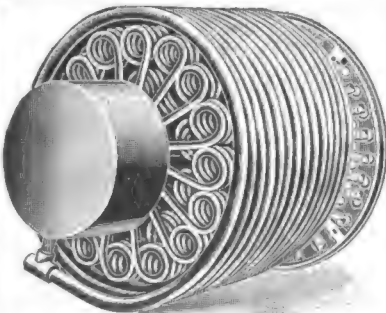


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MOTORS

- 2½ H.P. Air-Cooled or Water-Cooled Heads running up to 2,200 revolutions.**
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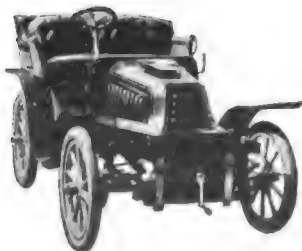
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Cars were winners with
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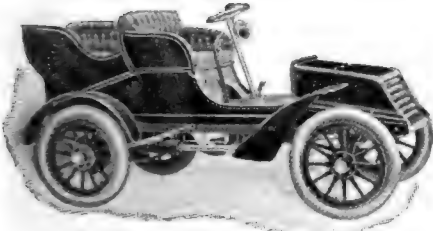
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The pleasing advantages in automobile building—resulting from brains, experience and expensive materials—are represented in its construction.

It combines strength—durability—beauty—simplicity of construction—accessibility to all parts—ease of adjustment—low center of gravity—long wheel base—easy steering and comfortable riding—automatic lubrication—absence of vibration, heat and objectionable odors—satisfactory ignition and combustion—reliable brakes, etc.



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Our Catalog May Help Some.

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Two styles of
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American Indestructible Sparking Plugs are the only reliable plugs made; guaranteed for three months against breaking down of insulation.

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only possible when made with a practical system of gas generation.

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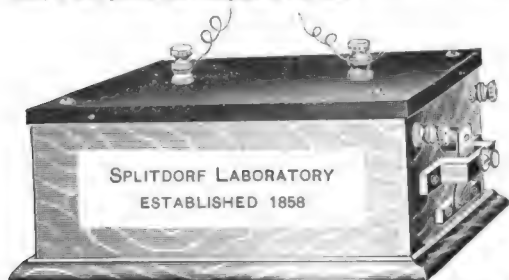
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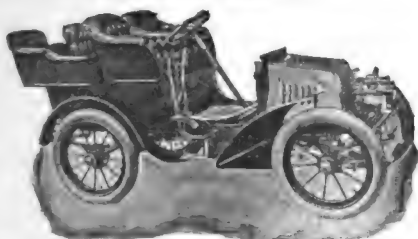
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is the choice wherever wine
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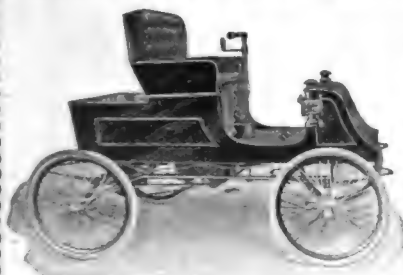
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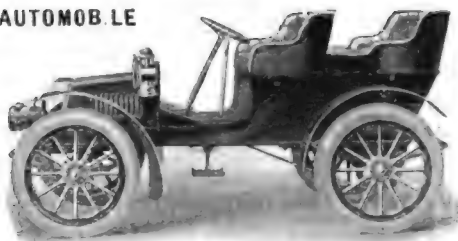
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Three Speeds
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Practical,
Simple and
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Class B, Tonneau Touring Car, 16 h. p. Speed 35 to 40 miles per hour.
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Second-hand Electric, Steam and Gasolene Vehicles
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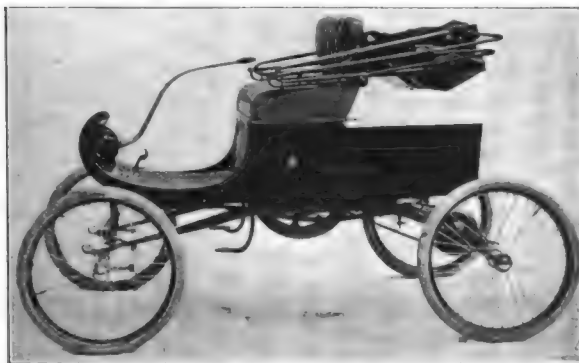
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A Full Line of Sundries
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CAPS, GOGGLES,
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Winton, 1900, with top, in perfect order	\$550
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Buffalo Electric Stanhope	1250

Columbia Stanhope (new)	\$1000
Mobile, Dos-a-Dos	550
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De Dion Motorette, 5 h p.	800
Mobile Touring Car (1902) seating six, 1250	
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ELECTRIC In Seventh Year of Successful Service. **GASOLENE**



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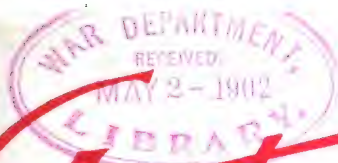
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Automobile Topics

Illustrated.

LONG ISLAND CLUB

Vol. IV.

NEW YORK, APRIL 26, 1902.

No. 2.



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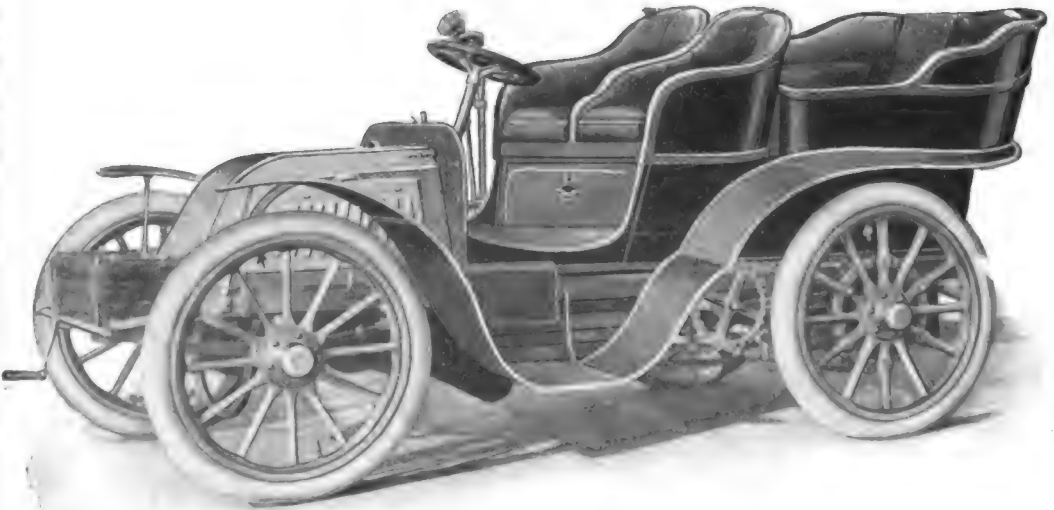
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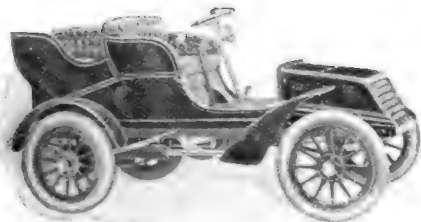
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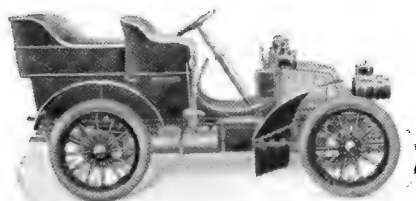
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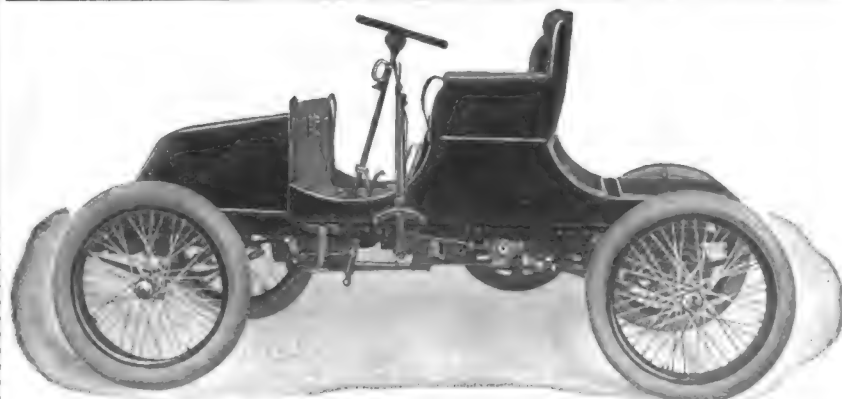
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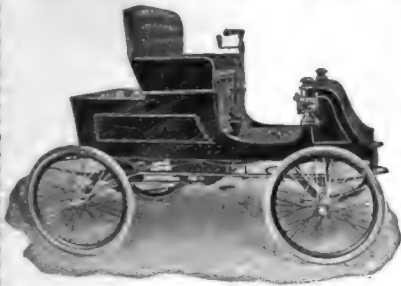
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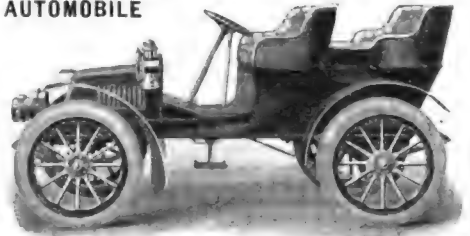
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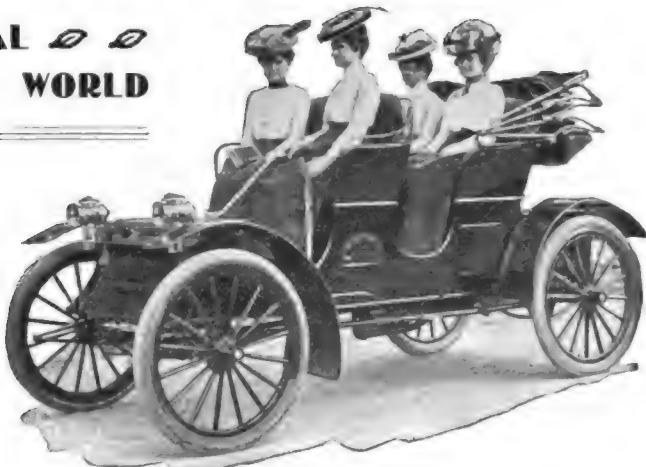
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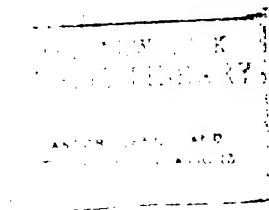
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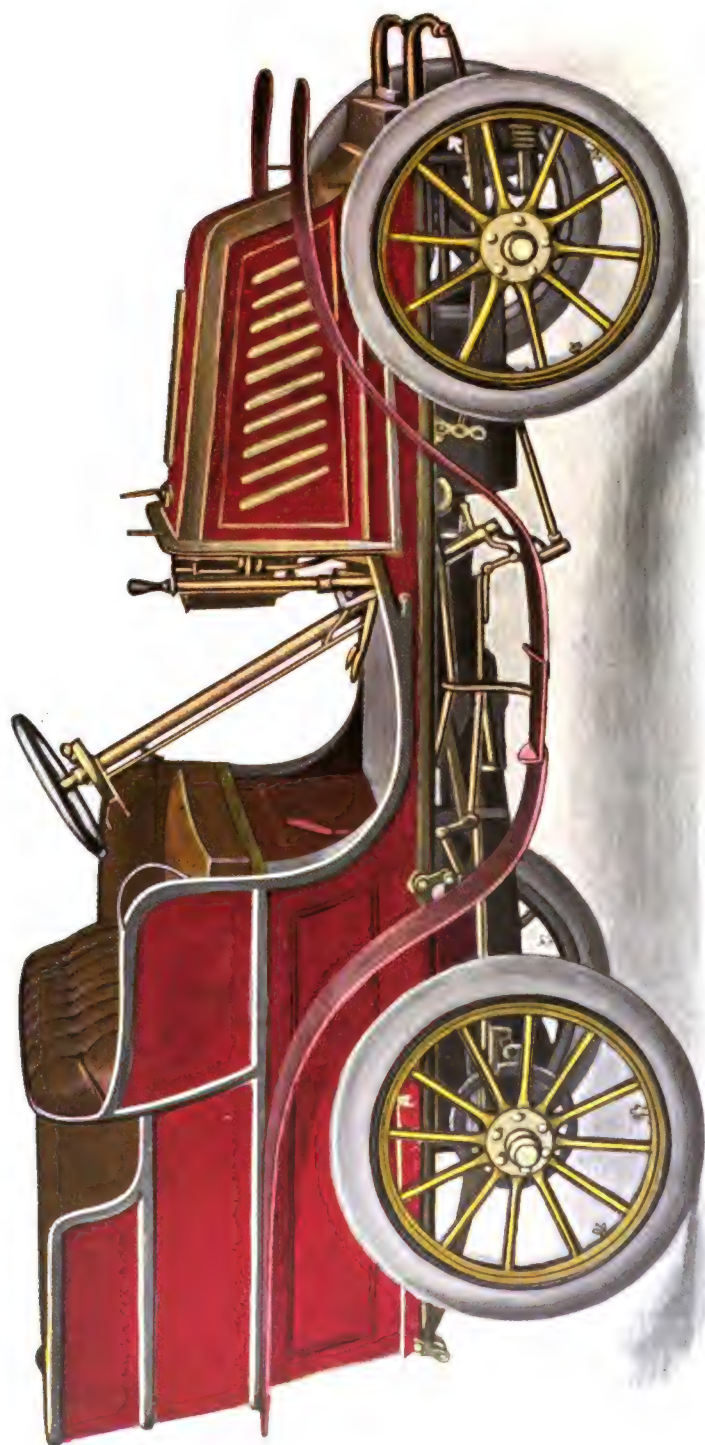


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Illustrated

VOL. IV.

APRIL 26, 1902.

NO. 2

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PICTURESQUE AMERICA.

At the Polo Grounds near Toledo, Ohio.

A TOLEDO STEAM WAGON ROUNDING THE CURVE.

Automobile Topics

Illustrated.

VOL. IV.

APRIL 26, 1902.

No. 2

First Contest of the Season

FLOODED with a deluge of entries arriving during the last two days before the expiration of the time limit, the Long Island Automobile Club finds itself with a contest on its hands of barely smaller proportions than the New York-Rochester contest of the past year. Judging from the number of vehicles entered by manufacturers or persons standing close to the industry, the conviction must have been gaining ground that contests form the best foundation for a reasoned opinion in regard to the merits and demerits of automobiles, and especially that they are indispensable as a means for persuading the public of the reliability of the various vehicles. Better and more scientific methods may be at the disposal of manufacturers for their own satisfaction, but, owing to the tendency of the trade to laud its ware and the consequent tendency of the public to discount trade statements, these methods are of no great value for publicity purposes. The public is harrassed by constant doubts as to the veracity of the representations and even the competency and good judgment of those who make them. By contests surrounded with the proper safeguards for strict observation of all incidents which bear upon the merits of the vehicles, indisputable facts are laid bare; and indisputable facts are the great desideratum yearned for by all who contemplate buying automobiles, with the possible exception of those who prefer to be known as having purchased the most expensive automobiles that may be secured.

Not all the facts which are of interest are laid bare in a contest such as the one taking place on Long Island to-day, to be sure, but those facts which are disclosed are beyond cavil, and may be supplemented by other facts to be brought out through subsequent contests. They form safe thinking material,

AUTOMOBILE TOPICS

if it is understood that a small amount of chance necessarily enters into all events of this nature, and that the facts learned may need to be supplemented by additional ones before decisive conclusions may be drawn. The element of chance is reduced by having many entries of the same kind of vehicle, and it is gradually eliminated by subsequent contests. Additional facts are also supplied by subsequent contests; and thus in course of a season the chain of reasoning is gradually drawn closer and closer, until finally the entire country arrives at fairly secure opinions as to what may safely be bought. During the progress of a chain of contests those manufacturers who have entertained exaggerated ideas of the merits of their own product, are also necessarily forced to modify their views and persuaded to adopt improved construction and design.

In assuming the task of conducting contests, the automobile clubs have shouldered a great responsibility. The temptation to make the conditions so lenient as to attract the industry in great numbers and thereby shed lustre over the club's enterprise, is undoubtedly great, and may result in wishy-washy results which may leave the public under the momentary impression that all automobiles are equally good—an impression destined to be rudely dispelled by practical use. The opposite extreme is hardly more acceptable, as too-exacting conditions must increase the chance element, and brings the personal qualities of drivers, observers and judges too much into the foreground.

Under the head of too great leniency of conditions comes, perhaps, the peculiarity in the impending trials, that the gasoline consumption test is limited to gasoline vehicles, while the question of consumption is undoubtedly of much greater economical importance in the steam vehicle class. The decision to exclude this class from the test may be due to the fact that a capable operator of a steam vehicle may reduce the consumption of gasoline a very considerable percentage below the amount used by a less skillful operator, especially at moderate speeds, and that the results might therefore easily become misleading. But the same in a lesser degree is really true of gasoline vehicles under throttle control; and while the difference between skillful and less skillful operation is not so pronounced as with steam vehicles, when expressed in the varying absolute quantities of the fuel, it is, nevertheless, sufficient to mark wide variations in fuel economy for which there may be no other basis than faulty operation of gears, spark and fuel admission. Probably the exclusion of the steam vehicles from this test is merely a relic of a past stage in the automobile development, when it was considered inexpedient to call public attention to the fact that steam vehicles consume more gasoline than gasoline vehicles. This fact is to-day so fully and generally recognized that nothing can possibly be gained by the industry or for the industry by attempting to veil it. There is abundant compensation for it in the advantages which steam vehicles possess in the way of comfortable riding qualities and simple, effortless operation. The public as well as manufacturers are interested in finding out about the fuel consumption of the various steam vehicles, calculated not only with reference to the vehicle as a unit (number of passengers being considered, of course), but also with reference to the weight of the vehicle, so as to furnish a clue on the question of light or heavy construction and the most economical size and construction of engines.

AUTOMOBILE TOPICS

Doubtless in a chain of contests the severity of the conditions should be progressive, but whether it is advisable to ever reach that degree of complete recording of minute details which has characterized some of the British trials, remains to our mind highly questionable. The first object of a contest, it seems, should be to produce material for thought which can be appreciated by the public at large, and to produce it in such a form that it will receive broad publicity. In this respect the high speed race is ideal, but it serves only for developing the sport side of the movement, and it creates false impressions in regard to the requirements that should be made of automobiles in general.

A certain amount of spectacular effect for the feasting of the eye, as well as the mind, will probably always be desirable in this country, and it appears



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that the Long Island club in this instance has had this in view in its arrangements. It is even feared that too much of this element will crop out during the progress of the trials. A dozen French machines have been entered, mostly by amateur owners, and it is considered probable that these will lightly allow their sporting propensities to get the better of their deference to the conditions imposed by the club, and will seek the personal gratification of covering the course in the shortest time possible, rather than the distinction of a blue ribbon which to them can be of no financial significance.

It is understood, at this writing, that a warning will be issued to obviate this possibility, and that the warning may be re-enforced by the local police of

AUTOMOBILE TOPICS

Long Island and the prospective exclusion of reckless drivers from all subsequent club events.

Among the entire number of entries, up to Wednesday only one heavy "business wagon" is noticed, and only one electric vehicle, though through a natural misunderstanding four gasoline vehicles entered by the Ward Leonard Electric Company have been commonly referred to as electric vehicles in the daily press of New York. The steam class and the three gasoline classes are well represented, however, and promise a lively competition. The introduction of condensers in several of the steam vehicles and the promise of a rigorous test of gasoline consumption, brings in new factors in this contest which should attract much popular attention, when the results of the contest are published next Saturday.

The Course of the Trials

THE contest starts at 10 o'clock, giving ample time for participants and sightseers to arrive on the spot from any part of Greater New York early enough to see all the preparations without being obliged to arise before dawn "lifts her rosy-fingered hand over the horizon." The following is a brief description of the course, and gives a fair idea of the nature of the road, especially when the reader refers also to the accompanying diagram of the route.

Incidentally it will enable cyclists and automobilists to go over the course of the contest at any time when they feel so disposed.

From Pettit's Hotel, in Jamaica, the starting is made almost due north, crossing diagonally the extension of Fulton street, Brooklyn. A short run on the level brings the chauffeur to the foot of Norman School Hill, a short but rather abrupt rise. Norman School Hill is distinguished by the school house on the very summit.

Curving slightly to the east, a level and then a slight fall, followed by a light rise, then a long down slope into the neighborhood of Casena Lake, an easy up grade brings the traveler well into Flushing. A light down grade ends at the fountain at Flushing, the first turning point in the course.

Here the turn is a right angle and the course starts directly south up a grade, light but fairly long, then a long, light down grade to Broadway, where the railroad track is crossed, quite a section then of level country, with a light grade for a finish into Bay Side.

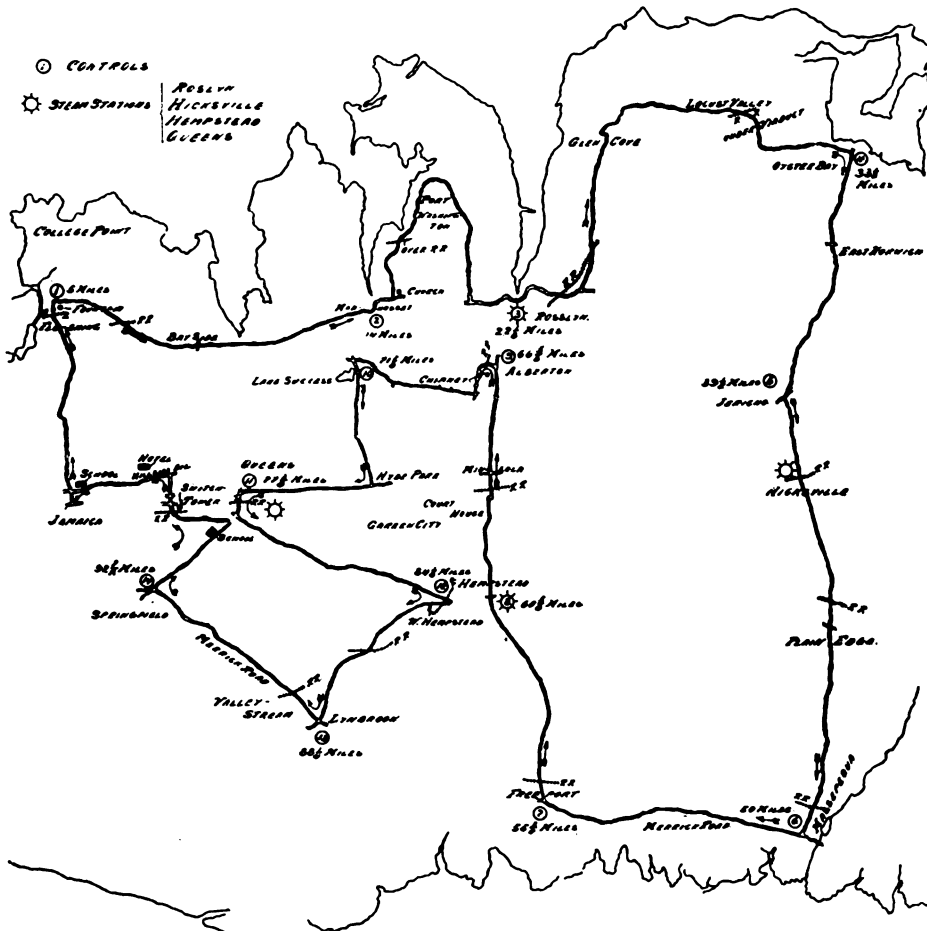
From Bay Side down a light grade and then a rather steep one into the meadows at the head of Little Neck Bay. Up quite a sharp grade to a point directly between Great Neck and Lake Success.

A light grade begins here, which soon becomes quite a steep one, with an abrupt turn two-thirds down into the village of Manhasset, at the head of Manhasset Bay. The grade again straightening, and, while not excessively heavy, there is a finish of quite a pitch to the corner, where turn is left to Port Washington, indicated by a church on the very brow of the hill. The grade is light

AUTOMOBILE TOPICS

down, then up light, then down along fairly good grade, finishing up by sharp left turn of quite a steep bank on the left and an earth road running straight ahead.

Taking this left turn the chauffeur strikes the level and reaches the Plandome Mills and has another view of Manhasset Bay. The course then is north, with light up grade, light down grade, and bit of level and rolling country around



ROUTE OF LONG ISLAND 100 MILE ENDURANCE CONTEST, APRIL 26, 1902.

the head of the bay, veering to the east and at the Central Hotel keeping to the right and starting up a short and fairly steep, but short and curving grade, then rolling past the Port Washington depot and level to Flower Hill.

Turn here is right, and the course for a short time is almost due west. The road veers first south, then southwest, and again strikes the old North

AUTOMOBILE TOPICS

Shore road at Highland Hotel, with short turn to the level. Up a grade with a long steep drop with a sharp right turn into Roslyn.

At the foot of this grade is the big stone clock tower which marks the first steam vehicle station. Across the mill dam, at the head of Hempstead Harbor, the road is level, and to the east, left turn to the main highway of Roslyn, and short run to the triangle of the Roslyn Hill, where the hill-climbing contest begins. The veering here is right, turn is indicated by a drinking-fountain and a large drug store painted white. The veer here is right, and the long hill with its steep finish leads to a bit of level just before crossing the railroad track at North Roslyn.

The run is now approximately east, level for a bit, then rolling to Bull's Head Hotel, a point which must be watched very carefully, as the turn is an abrupt left, and beginning off on the main road. The run now is pretty nearly due north through the country lying to the east of Glenwood and Sea Cliff. It is rolling, finished up by a sharp drop into Glen Cove with a right swing at the bottom of the hill.

The road again for a short distance is east, skirting along with the backbone to the right and a stream to the left. At the end of this road the turn is sharp left at the foot of the upper lake in Glen Cove. Once across this, the turn is again sharp left on to the main street in Glen Cove. A very short distance, and the turn is right and up grade, veering continually to the right and to the east until past the large brick school, when the road is rolling, with some beautifully running stretches down a light grade to Locust Valley.

At Locust Valley a sharp pitch finishes it and the veering is to the left, again leaving on the right, in making this half turn, an overhead crossing of the railroad. From this point on the road averages light down grade to a little beyond an overhead crossing of the railroad. Slight veer here to the left to the foot of little hill, then a bit of level, then an up grade and down a long grade, steep in the beginning and flattening out until the turn after crossing the bridge at the fishing club is made to the left.

Then a light up grade from the fishing club and down a long grade followed by a sharp up-down steep grade, and a sharp abrupt turn to the left, the outskirts of Oyster Bay, then rolling and level through Oyster Bay to the main road. Follow the main street along what is virtually a level running almost west for a while when veer south and commence long up grade, which is followed by a series of light rolls through East Norwich, crossing again at the slight angle the Brookville road at East Norwich.

Then rolling country to Jericho, the end of the Jericho pike, which runs directly into Jamaica. From Jericho to Hicksville crossing the tracks at this point. Then along practically level country to Massapequa. Just before reaching it cross more tracks.

At Massapequa the turn is sharp right and are now on the south road, or, as it is generally called, the Merrick road. Level running to Freeport.

On reaching Freeport the turn is sharp right, and up the main road, heading directly north. Crossing the tracks, a long, level run to Hempstead. At Hempstead pass through a level country, crossing the tracks at Garden City. Then straight north to Mincola. On reaching the Court House, which is on

AUTOMOBILE TOPICS

the left, turn abruptly right, crossing tracks again, passing the long fence of the Mineola Fair Grounds. On reaching the end of the fence the turn is left, and practically north, and through a cut across the tracks again.

The run then is mostly level through Williston, and northward still to the abrupt turn between Roslyn and Albertson. A short stretch of road here slightly up grade, and cross the tracks again, with large electric light plant on the left, just after crossing the track. Passing this, make first turn to the left, and head south over slightly rolling country until the point of pines at Albertson. This point is very distinctly marked, and is on the right. The three roads make it a triangle.

Turn to the right here and find the road rolling along the backbone of Long Island to Lake Success; turn here, leaving a little yellow school house directly on the corner, on the right hand. Now running south, and curving slightly over rather light down grades to Lake Success Hotel.

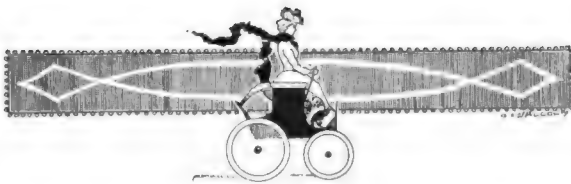
Turn due south, dropping down light grade, strike level, which carries to Hyde Park. Have again reached the Jericho Pike and turn right. Now run due west, passing through Floral Park, and at Queens find two churches, one on either hand. The turn here is left, and again cross the tracks. A short, level run, and the turn is left at the first road.

The run now is over slightly rolling country into West Hempstead, where again cross the track. Long swing to the right around a point of land, and another right turn after crossing the track to Lynbrook. The road is virtually level, the grades, when they exist, being light.

At Lynbrook the turn is sharp right until squared away on the Merrick road for Springfield. At Springfield turn right around a blacksmith shop and wagonmaking shop, and along a level road reach the outskirts of Queens. The turning point is well marked here by a very large brick school house on the left. The turn is very sharp to the left, and along a winding and very lightly rolling territory into Hollis, where again cross the tracks.

A little twist is plainly marked by the well-known arrows and signs of the Long Island Automobile Club, and veering to the left, reach the trolley track, cross, and run due north to a road house at the foot of the back bone.

The turn is sharp left into Hillside avenue, and two miles' run straight of way over virtually level territory to the foot of Normal School Hill at Jamaica. The turn is abrupt left, and the road is short and level back to Pettit's Hotel.



Rules of the Contest

THE rules under which the 100-Mile Endurance Contest of the Long Island Automobile Club will be held and judged, are given in the following in somewhat condensed form. The details referring to the hill-climbing contest on Roslyn Hill and the basis for calculating percentage are omitted.

Speed Limit—Maximum, 15 miles per hour. *Time Limit*—Full Course must be covered within $12\frac{1}{2}$ hours. *Judging*—(a) Contestants to be judged solely on the duration of stops, regardless of cause. (b) There will be three judges for each class, each group to be composed of one member of the board of governors of the Long Island Automobile Club, one from some other recognized automobile club and one member of the press. These judges are to have no entries or interest in the class in which they are judging. *Operation*—There will be no restriction as to operators of vehicles. Carriages may be operated either by amateur or professional, but no change of operators will be allowed after being started. *Timing*—Time-keepers for each vehicle will be assigned by the committee of the course. (See instructions to time-keepers). *Computation of Time*—500 minutes has been adopted by the committee as a basis for computation. Time must be taken by the time-keepers from the actual stop to the actual start of the wheels. The total time will be deducted from the unit (500 minutes), from which the percentage of efficiency will be calculated. *Course*—To be over the Long Island Automobile Club's 100-mile course, which is outlined on the accompanying map. This course measures $100\frac{1}{2}$ miles.

Reduction of Speed—The speed in passing through the built-up section of villages and towns must be reduced to a limit of 8 miles per hour, in compliance with legal requirements. Violation will render the offender liable to disqualification. *Supplies and Battery Relays*—All contestants are to provide their own fuel, water and battery relays, except as hereinafter provided. Vehicles must be stopped when taking on supplies or refilling tanks from detached containers. *Hill Climbing Contest*—Will be held on the Roslyn Hill, start to be a flying one. A cup to be awarded to the winner in each class in which two or more vehicles of different makes compete.

Classes of Vehicles—Entries must be confined to self-propelled vehicles, so constructed that at least two passengers are carried seated side by side. Every vehicle entered must carry its full complement of passengers. Vehicles will be divided into five classes:

Class A—Steam. All powers and weights.

Class B—Electric. All powers and weights.

Class C—Gasolene, under 1000 lbs.

Class D—Gasolene, between 1000 lbs. and 2000 lbs.

Class E—Gasolene, over 2000 lbs.

Gasolene Consumption Test—Open to classes A, C, D and E. A certificate will be awarded to the winner in each class. All vehicles will be assumed to have started with full tanks, and at the finish of contest will line up in the order of finish and will await the measurement of gasolene consumption. This rule will be strictly enforced under penalty of disqualification. The official measurer will carefully measure and pour into the tank sufficient gasolene to fill same.

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Any fuel that may have been added on the road, will be added to this amount and the result will give the fuel consumption. *Character of Stops Not Timed*—No time will be charged against a vehicle for stops made in compliance with the requirements of personal or public safety. In the steam vehicle class, stops for fuel and water at the official stations will not be penalized. These stations will be four in number, about 20, 40, 60 and 80 miles out. Under non-penalized stops are included those stops due to tire troubles under the following restrictions: (a) Tires are to receive no attention until they shall have become deflated,



CUPS FOR WINNERS OF HILL CLIMBING TRIALS.

and it is apparent that further running in that condition shall prove destructive to either the car or tire, and (b) one hour shall be allowed as non-penalized time for such repairs; any time consumed in excess of sixty minutes during the entire run shall be subject to full penalty. Electric vehicles will be allowed a total of sixty minutes for either recharging or relaying batteries, but any time in excess of a total of sixty minutes during the entire run will be subject to full penalty. *Awards*—All vehicles completing the contest within the time limits named below will be entitled to an engraved certificate, showing their exact standing in the competition, and divided into classes as follows (Certificates and seals to carry ribbons of corresponding colors):

Rules Governing Time-keepers—Each time-keeper will be provided with a schedule on which is to be entered by him in detail the length and character of all stops, giving the actual time of start, duration of each stop and time of completion of full course. He shall carefully measure and report any gasoline added after start is made. Each time-keeper to compare his watch with those of the judges immediately before and after the contest. Vehicles must be stopped when taking on supplies, either fuel, water or battery relays, and must be stopped

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when refilling tanks from detached containers. Time-keepers and passengers can assist the driver only when the vehicle is stopped and the time penalty is being enforced. This means that the driver cannot relinquish even the steering apparatus to another while giving any attention to the carriage, such as replenishing water, making repairs, etc., while running. All stops must be timed irrespective of cause, and the cause shown on the schedule by the time-keeper. Stops at the official stations in the steam class for water and fuel (limited to fifteen minutes each) and by reason of the demands of personal or public safety must be timed, but will not be counted against the vehicle; but it must be understood that no attention can be given the vehicle during the duration of said stops, and the vehicle must proceed as soon as the cause for stop has ceased.

A. R. Pardington, Jr., of the racing committee, has arranged with the telephone "centrals" at the principal controls to have the results of the checking at those points telephoned at once to the starting point at Jamaica, so that there will be in the Jamaica hotel a bulletin board, on which will be a record of the progress of the race in its every stage.

The officials of the contest are as follows: *Referee*—W. E. Scarritt, A. C. A., President A. A. A. *Judges of Gasolene Vehicles*—M. C. Krarup; W. J. Stewart, A. C. of N. Y.; L. A. Hopkins, L. I. A. C. *Judges of Steam Vehicles*—H. Ward Leonard, A. C. A.; H. L. Towle, L. I. A. C.; L. R. Adams, L. I. A. C., A. C. A. *Judges of Electric Vehicles*—Malcolm W. Ford; J. A. Kingman, A. C. A.; J. Adolph Mollenhauer, L. I. A. C. *Judges of Hill Climbing Tests*—F. B. Stephenson, H. R. Perkins, G. G. Stephenson, Jr., Nathaniel Robinson: all of L. I. A. C. *Judges of Gasolene Consumption Test*—W. Wallace Grant, Pres. L. I. A. C.; A. R. Shattuck, Pres. A. C. A.; W. P. Stephens. *Clerk of the Course*—Frank G. Webb, L. I. A. C., A. C. A. *Timer*—J. E. Savell, L. I. A. C.

The course was laid out by Mr. H. B. Fullerton, chairman of the runs and tours committee, who illustrated the entire run with lantern slides before the members of the Long Island Club and their guests on Friday evening, April 25.

List of Entries

No.	Builder.	Type.	H. P.	Weight.	Passgrs.	Entered by.
1.	Prescott Auto. Mfg. Co. . .	Steam . .	4½	1,100 lbs.	2	H. M. & W. H. Wells, Passaic, N. J.
2.	" " " . .	" . .	4½	"	2	H. M. & W. H. Wells, Passaic, N. J.
3.	A. Darracq & Co.	Gasolene .	16	1,700 lbs.	2 or 3	C. J. Field, New York.
4.	" " "	" . .	9	1,300 "	2 or 3	" " "
5.	Internat. Motor Car Co. . .	Steam . .	7½	1,400 "	2	A. G. Southworth, 342 Flatbush Ave., B'klyn.
6.	" " "	" . .	7½	"	2	The Mfg. Company.
7.	Panhard-Levassor	Gasolene .	24	3,000 "	4	Harry S. Woodworth, Rochester, N. Y.

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No.	Builder.	Type.	H P.	Weight.	Passgrs	Entered by.
8.	Geo. N. Pierce Co.	"	3½	700	" 2	P. P. Pierce, Buffalo.
9.	Haynes-Apperson	"	9	1,950	" 2	Geo. M. Brown, Hartford, Conn.
10.	Internat. Motor Car Co. . .	Steam . .	7½	1,400	" 2	H. B. Weaver.
11.	Peerless Mfg. Co.	Gasolene .	16	1,600	" 2	
12.	Overman Automobile Co. . .	Steam . .	14	3,000	" 4	
13.	Panhard-Levassor	Gasolene .	16	2,600	" 4	J. Insley Blair, New York
14.	Lane Motor Vehicle Co. . .	Steam . .	4	825	" 2	Lane Motor Vehicle Co.
15.	Knox Automobile Co.	Gasolene .	6	1,300	" 2	Knox Automobile Co.
16.	Locomobile Co. of America.	Steam . .	4½	900	" 2	Lawrence Abraham,
17.	Automobile Co. of America.	Gasolene .	7	2,210	" 2	Macomb G. Foster.
18.	Internat. Motor Car Co. .	Waverley Elect.	2	1,050	" 2	International Motor Car Co., Toledo.
19.	Automobile Co. of America.	Gasolene .	20	2,700	" 4 to 6	Henry Cryder.
20.	" " " " " "	"	9	2,000	" 2 to 3	" "
21.	De Dion-Bouton Co., Paris, France	"	8	1,250	" 2	Kenneth A. Skinner.
22.	Lane Motor Vehicle Co. . .	Steam . .	9	1,350	" 4	Lane Motor Vehicle Co.
23.	Panhard-Levassor Co., Paris, France	Gasolene .	16		" 4	E. E. Britton.
24.	White Sew. Mach. Co. . . .	Steam . .	6	1,350	" 2	} All entered by builders, and in classes C, D & E, under strictly non-stop rules.
25.	" " " " " "	"	6	"	" 2	
26.	" " " " " "	"	6	"	" 2	
27.	Torbensohn Gear Co.	Gasolene .	5	800	" 2	
28.	Peerless Mfg. Co.	"	16	1,700	" 2	Banker Bros.
29.	Ohio Automobile Club. . . .	"	12	1,995	" 2	Adams & McMurtry Co.
30.	" " " " " "	"	12	1,997	"	" " " "
31.	Panhard-Levassor	"	12	2,200	" 4	John Grant Lyman.
32.	Foster. Auto Mfg. Co. . . .	Steam . .	6	1,409	" 2	Builders.
33.	Century Motor Vehicle Co. .	"	8	2,000	" 2	Wm. Van Wagoner.
34.	Prescott Auto. Co.	"	4½	1,100	" 2	Edwin Melvin.
35.	Peerless Mfg. Co.	Gasolene .	16		" 2	L. G. Youngs.
36.	The Autocar Co.	"	8	1,200	" 2	G. H. Levitte.
37.	" " " " " "	"	8	1,200	" 2	G. W. C. Drexel.
38.	Elmore Mfg. Co.	"	5	1,000	" 2	Patterson & Shaw.
39.	Olds Motor Works.	"	4	700	" 2	C. C. Singer.
40.	Ward Leonard Electric Co. .	"	5	1,010	" 2	Builders.
41.	" " " " " "	"	5	1,010	" 2	"
42.	" " " " " "	"	5	1,050	" 4	"
43.	" " " " " "	"	6½	990	" 2	"
44.	Haynes-Apperson Co.	"	9	2,000	" 4	H. S. Chapin.
45.	" " " " " "	"	9	1,950	" 2	Michael Piel.
46.	" " " " " "	"	6	1,250	" 2	H. S. Chapin.
47.	The Autocar Car Co.	"		1,000	" 2	W. J. Stewart.
48.	Locomobile Co. of America.	Steam				W. J. Stewart.
49.	U. S. L. D. Auto. Co. . . .	Gasolene .	7	1,200	" 2	Builders.
50.	A. Darracq & Co.	"	9	1,200	" 4	Lawrence Mott.
51.	Locomobile Co. of America.	Steam . .	8	1,700	" 2	Henry Lohman.
52.	" " " " " "	"	3½	950	" 2	Builders.
53.	" " " " " "	"	3½	950	" 2	"
54.	Grout Bros.	"	4	900	" 2	B. L. Wright.
55.	A. Darracq & Co.	Gasolene .	9	1,250	" 2	American Darracq. Co.
56.	Winton Motor Carriage Co. .	"	15	1,950	" 4	Percy Owen.
57.	" " " " " "	"	8	1,800	" 2	"
58.	Steam Veh. Co. of America.	Steam . .	5¾	1,160	" 2	Builders.
59.	Automotor Co.	Gasolene .	5	820	" 2	A. H. Funk,
60.	Peugeot Freres	"	10-12	1,920	" 2	The Central Auto. Co.

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No.	Builder.	Type.	H. P.	Weight.	Passgrs.	Entered by.
61.	Panhard-Levassor	"	. 24	2,900 "		W. S. Kilmer.
62.	U. S. L. D. Auto. Co.	"	. 7	1,200 "	2	F. E. Lewis.
63.	Haynes-Apperson Co.	"	. 9	1,900 "	2	Builders.
64.	Long Island Motor Co.	"	. 24	3,500 "	6	Chas. Rockliff.
65.	Fournier-Searchmont Co.	"	. 12	1,800 "	2	R. A. Greene.
66.	Leon Serpollet	Steam . .			2	Wm. P. Kennedy.
67.	Fournier-Searchmont Co.	Gasolene .	. 12	1,800 "	2	M. P. Gallaher.
68.	Auto. Co. of America	"	. 9	2,400 "	3	Wheel Within Wheel Co.
69.	Fournier-Searchmont Co.	"	. 8	1,700 "	2	E. B. Gallaher
70.	U. S. L. D. Auto. Co.	"	. 7	1,000 "	2	A. J. Lamme.
71.	" "	"	. 7	1,200 "	2	I. W. England.
72.	Olds Motor Works	"	. 4	800 "	2	Builders.
73.	" "	"	. 4	800 "	2	"
74.	Rochet-Schneider	"	. 12-16	2,100 "	4	Alex. Fischer.
75.	Panhard-Levassor	"	. 12	2,500 "	2	Ben. B. Tilt.
76.	Firedman Auto. Co.	"	. 6	920 "	2	B. M. Young.



GATHERING BEFORE PETTIT'S HOTEL IN JAMAICA.
(From Long Island Endurance Contest in 1901.)

One-Mile Records Assured

BY unanimous consent of the board of aldermen of the Borough of Richmond, all speed restrictions have been suspended for May 31 for a two-one-half mile stretch of the South Side Boulevard on Staten Island, in order to enable the Automobile Club of America to hold one-mile record races on the day mentioned. The part of the road set aside for this purpose extends from Dongan Hill to New Dorp, and is level, smooth and hard.

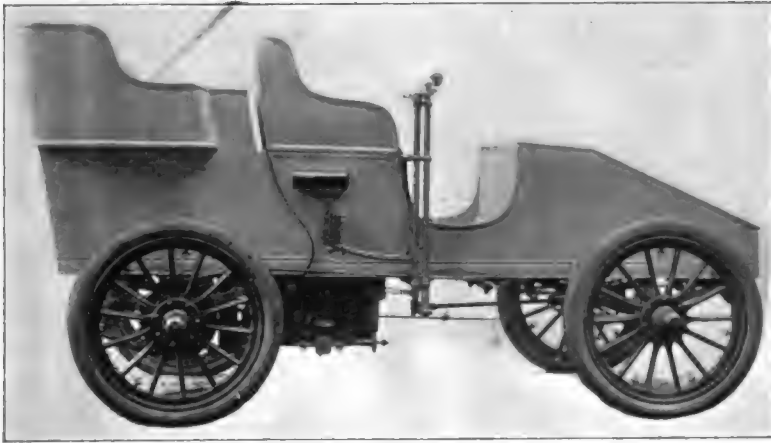
At the straightaway time trials permitted last Autumn on the Ocean Parkway, Brooklyn, Henry Fournier established the world's mile record, of 51 4-5 seconds. The same day A. L. Riker scored an electric mile record of 1:03, and S. T. Davis a record for steamers of 1:15.

Entries in Class A, Steam

THOUGH two entries, Nos. 14 and 22, have been made by the Lane Motor Vehicle Company, it is doubtful, we are informed, whether these carriages will start, as the company may find it inconvenient to spare the time and the vehicles, both of which are used daily around Poughkeepsie for demonstration purposes, and are of last year's models, being a runabout and a surrey.

One of the most interesting entries will be No. 12, the Victor steam touring car, of which a brief technical description is herewith given. It was intended to be equipped with a condenser, but this feature it has unfortunately not been possible for the Overman company to get quite completed in time for the contest, so the carriage will be required to make stops for renewal of the water supply. The description follows:

Body, detachable tonneau. A touring box, a rumble seat or a plain rear body may be substituted for the tonneau. Seating capacity, four to six. Weight of vehicle, empty, 2325 pounds; including fuel, supplies and equipment, 3000



THE VICTOR STEAM TOURING CAR.—ENTRY NO. 12.

pounds. Length of wheel base, 84 inches. Wheel tread, 54 inches. Steel angle iron frame. All bearings, engine journals, etc., plain. Gear case, iron. Engine lubrication, by power pump on countershaft. Wood wheels, 34 inches diameter. Double tube Goodrich tires, size $3\frac{1}{2}$ inches. Engine, horizontal high pressure, two cylinder, bore $3\frac{1}{4}$ inches, stroke 6 inches, maximum engine speed 500 revolutions per minute, normal cutoff one-third, indicated horsepower 14, throttle $\frac{3}{4}$ inch, reverse by link motion. Air pressure, by steam air pump. Fuel, gasolene. Burner, made by Peter Forg. Gasolene tanks, three; capacity, 26

AUTOMOBILE TOPICS

gallons; located in forward part of body. Boiler, vertical fire tube; 756 $\frac{1}{2}$ -inch tubes; diameter, 23 inches; depth, 18 inches. Transmission sprockets on counter-shaft, 18 teeth; on wheel hubs, 40. Chain drive. Band brakes on each rear wheel. Steam siphon to fill water tank; capacity of water tank, 60 gallons. Jet condenser. Oil separator.

Nos. 5, 6 and 10 are Toledo steam carriages, all of the well-known type which was made known to the public through the test trips arranged by the makers, first from Toledo to New York at the time of the Madison Square Garden exhibition last Fall and subsequently from Toledo to Hot Springs, Ark. A good illustration of these carriages may be found in the advertisement of the

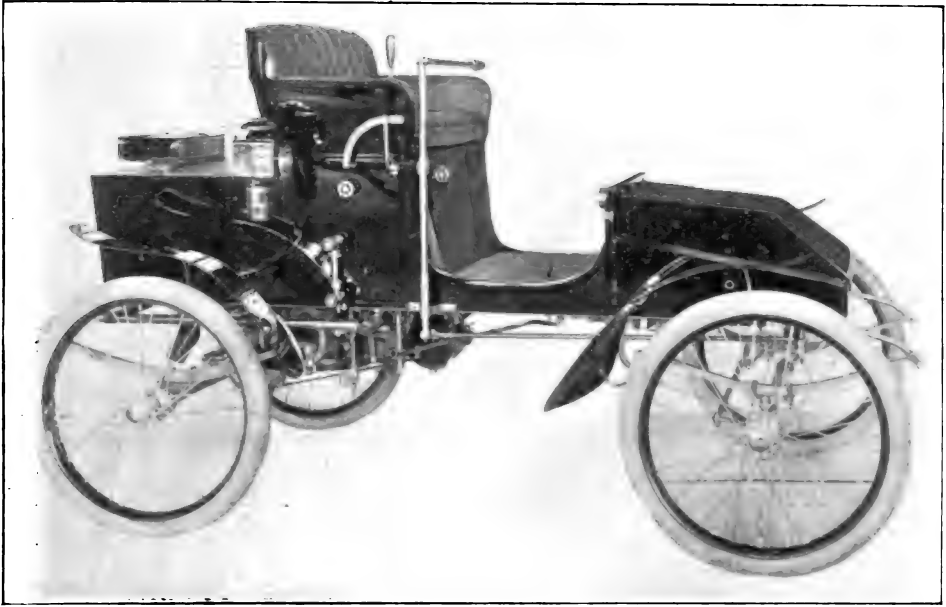


A CENTURY STEAM VEHICLE.—ENTRY No. 33.

International Motor Car Company in this journal. The bearings of the running gear of these vehicles are ball-bearing. The cylinder bore is 3-inch by 4-inch stroke, the normal cut-off is $\frac{3}{4}$. Boiler is helical water tube; the gear reduction from engine shaft to rear sprocket is 3 to 1. Engine lubrication is automatic. Engine support and the running gear are capable of yielding considerably to conform with road irregularities. Two gasoline tanks are used.

This is the first public contest in which Prescott steam vehicles have been prominently entered. Nos. 1, 2 and 34 are of this make, and are all of the

AUTOMOBILE TOPICS



ONE OF THE FOSTER MODELS—LIGHT TOURING CAR.
(Similar to Entry No 32.)



WHITE STEAM CARRIAGE—ENTRIES NOS. 24, 25 AND 26.

AUTOMOBILE TOPICS

runabout pattern, weighing 1300 pounds with supplies. Boilers are of the special Prescott system. Cylinders are $2\frac{1}{2}$ -inch bore by $3\frac{1}{2}$ -inch stroke. Reverse is foot-operated. Gear reduction, 2 to 1. Roller bearings in running gear. Fisk single tube tires.

Only five Locomobiles, Nos. 16, 48, 51, 52, and 53, will be seen at this contest, but these will include, besides the well-known runabout pattern, a touring Loco., style B, operated by Robert Lee Morrell, and a touring car, style A, by H. J. Lohman. The first one is the cardinal red car with front folding seat



READING DOS-A-DOS.—ENTRY NO. 58.

for two extra passengers, which was seen at the New York show, and was the first Locomobile of this type to be delivered in New York. These touring vehicles weigh with supplies close to 1800 pounds. Mr. Lawrence Abraham, of the Brooklyn firm of Abraham & Straus, will drive a white-painted Locomobile of the runabout style, but with extra heavy running gear and equipped with a Moore steam water pump and Victor steam air pump.

Mr. B. L. Wright will drive one of the Grout Bros. machines, entry No.

AUTOMOBILE TOPICS

54, fitted with condenser, but not with oil separator. As far as known, the construction is otherwise the usual one for this make.

A Reading dos-a-dos, entry No. 58, is intended to be driven by A. Schwarzenbach, of the Steam Vehicle Company of America, but it is not considered certain that it will be among the starters. This vehicle is equipped with condenser and oil separator. Cylinder bore $2\frac{1}{2}$ -inch by $3\frac{3}{4}$ -inch stroke. Maximum engine speed 3500. Normal cut-off 55 per cent. Indicated horsepower 8; brake horsepower $5\frac{3}{4}$. Running gear bearings plain in rear, ball-bearings in front. Fitted with Dunlop tires.

No special information has come to hand in regard to the three entries made by the White Sewing Machine Company, Nos. 24, 25 and 26, except that these semi-flash boiler steamers are entered under strictly non-stop rules, being equipped with condensers, and, presumably, with the device for oil separation by means of cotton waste to which allusion was made by Mr. Rollin H. White at a recent lecture.

Much attention will undoubtedly be centered upon the first Gardner-Serpollet flash boiler steam vehicle which has been entered for public trial in this country, entry No. 66, by W. P. Kennedy of New York. It is understood that this vehicle is owned by H. C. Frick of Pittsburg.



H. S. CHAPIN CROSSING THE LINE, WINNER OF ENDURANCE CONTEST IN 1901.

Entries in the Gasolene Classes

BEGINNING with the largest vehicle, No. 64, the wagon entered by the Long Island Motor Company claims attention. It is built distinctly for a business in which good carrying capacity and fair speed must be combined, and weighs 4000 pounds with supplies. It is fitted with solid rubber

AUTOMOBILE TOPICS



TWENTY HP., 4 CYLINDER, GASMOBILE. ENTRY No. 19.

Firestone tires, $3\frac{1}{2}$ inches. The wheels are 36 inches diameter. Wheel base, 8 feet 6 inches. Motor, four cylinder, two pairs, fed from a special float feed carburetter with two mixing valves, one for each pair of cylinders. Spark from storage battery, induction coil with trembler on coil. Throttle control with varying mixture and constant compression. Water cooling coils and water tank under tail board of wagon with cylindrical air ducts to increase radiating surface. Rotary circulating pump. Expansion clutch. Chain drive to differential axle and from latter to rear axle. The progress of this vehicle over the course will be watched with much interest by business men. It will be operated by Charles Rockliff, the builder.

Gasmobiles will be represented in four entries, Nos. 17, 19, 20 and 68. Of these three will be of the familiar 9 hp. model, No. 17 to be driven by Macomb G. Foster, No. 20 by Henry C. Cryder, the receiver of the Automobile Company of America. No. 68 is an older model equipped by the Wheel Within Wheel Co. with the special non-pneumatic wheel known by that name. It is entered specially with a view to demonstrate the wheel construction. No. 20 is a four-cylinder 20 hp. touring car, entered by Sidney Dillon Ripley, and seating five persons and fitted with Goodyear detachable tires, 4 inch. The other Gasmobiles are fitted with Diamond tires. The cylinders in the touring car are vertical, $4\frac{5}{8}$ inch bore by $5\frac{1}{2}$ inch stroke. Normal shaft speed, 700 rev. Spark by Willard storage batteries, jump spark, trembler on induction coil. Throttle control, with varying mixture. Water cooling by rotary pump. Intake and cylinders jacketed.

A 1300 pounds Knox car, entry No. 15, will be operated by Frank H.

AUTOMOBILE TOPICS



PACKARD TOURING CAR—ENTRIES NOS. 29, 30.



"KNICKERBOCKER" CARRIAGE—ENTRIES NOS. 40-43.

AUTOMOBILE TOPICS

Fowler, and will seat three persons. The construction is the usual Knox design. Wheel base 5 feet 9 inches. Ball-bearings on running gear, engine bearings plain. One cylinder horizontal motor, studded with grooved pins for heat radiation. Bore 5 inches by 7-inch stroke. Normal shaft speed 600 revolutions, rising to 1200 maximum. Spark by Columbia primary battery, jump spark, induction coil direct, Dow pattern. Throttle control, with varying compression; intake mechanically operated.

Four "Knickerbocker" carriages, entered by the Ward Leonard Electric Company, as Nos. 40, 41, 42 and 43, are expected to give a good accounting of



KENNETH A. SKINNER IN DE DION-BOUTON CAR—ENTRY NO. 21.

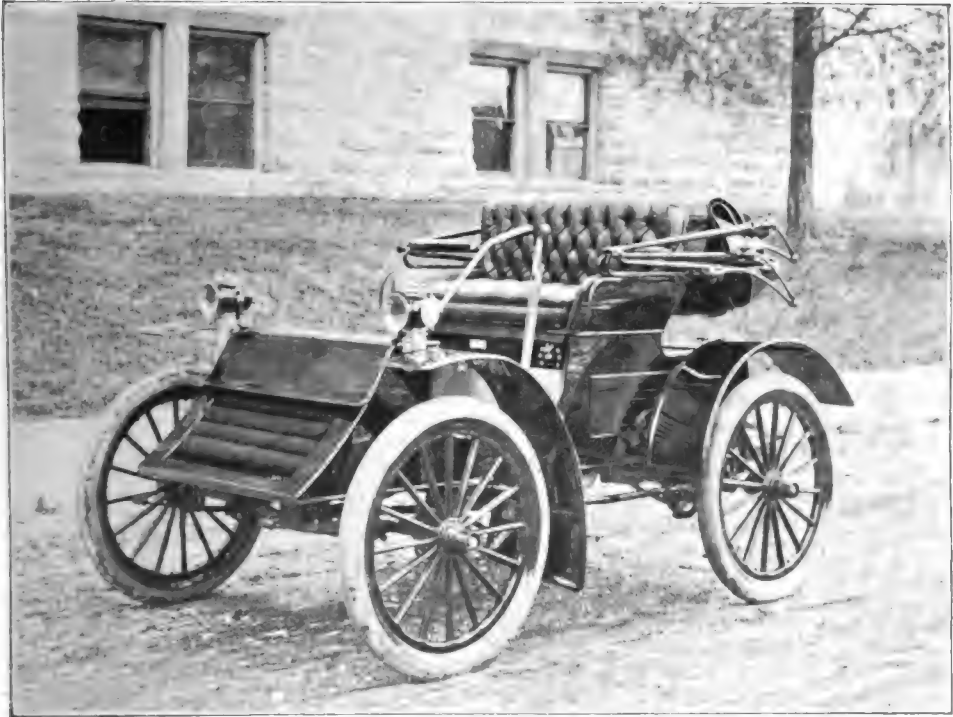
themselves, having been much improved since their first public appearance in the New York-Rochester contest last Fall.

A single vehicle, No. 8, will represent the Geo. N. Pierce Co. It is equipped with an imported De Dion motor, single cylinder, vertical $3\frac{1}{4}$ -inches square, giving $3\frac{1}{2}$ brake horsepower. Cooling by thermic circulation. Expansion clutch. Gear reduction at highest gear speed 8 to 1. G & J tires 3 inches. Operated by P. P. Pierce.

Among the Haynes-Apperson entries, Nos. 9, 44, 45, 46 and 63, only the last is for the builders. George M. Brown of Hartford, Conn., has made a few

AUTOMOBILE TOPICS

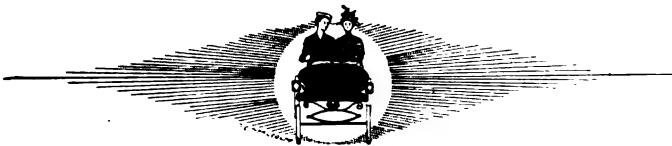
minor changes in the same vehicle with which he made a record in the New York-Rochester run. H. S. Chapin enters a 1902 model and also a survey of this make which is well known from last year's Long Island contest, in which it crossed the line first, as shown in one of the illustrations in this issue.



HAYNES-APPERSON CARRIAGE. ENTRIES NO. 9, 44, 45, 46 AND 63.

For the first time in the history of American contests six Panhard vehicles have been entered, besides four Darracqs, one De Dion-Bouton, one Peugeot and one Rochet-Schneider, a formidable French contingent, whose performances will be closely noted by all.

From many of the contestants no definite information in regard to possible changes in the construction of their vehicles has yet been received, but it will be in time for next week's issue, in which reports of the contest will be rendered.



Art Honors Industry



FRIENDS and admirers of Marquis Albert de Dion have long been anxious to testify to and perpetuate the memory of the services which the Marquis has rendered the automobile movement, and for this purpose opened a subscription among themselves with the object of offering him a valuable *objet d'art*. The sculptor Rene Rozet was selected to do the work, and the wax model has been finished and was presented to Mr. De Dion at a banquet given for the occasion at the Automobile Club of France. The artist has grouped around a portrait medallion in gilt silver the figures of Creative Thought, in the shapely form of a woman, and Manual work, a sturdy mechanic, above which appears a winged figure symbolizing Renown. The work will be executed in precious substances, gold and silver worked in various patinas, ivory, Swedish marble, white agate and opal.

Vanderbilt's Conquering Speed

TRYING the speed of his new Mercedes car over the Ablio-Chartres road, W. K. Vanderbilt, Jr., is reported by cable to have covered 29 kilometers in 16 minutes, beating all records for this distance, and coming very near reaching Serpollet's recent record for the 1 kilometer flying start in 29.4-5 seconds. His speed was very nearly the same that was reached for a single mile, with flying start, by Fournier and Keene on Coney Island Boulevard last Fall, with the important difference that Vanderbilt kept up this speed for 18 miles. On a slight downgrade, the report says, he got even a full second per kilometer below Serpollet's above-mentioned record. Henri de Rothschild, with whom Vanderbilt is to race for a purse to the poor before May 15, is said to have made similar speed at his trials of another Mercedes machine of exactly the same construction as Vanderbilt's. These exploits have caused a great sensation in France and may dampen the ardor of the French industry for races, as the Mercedes is a German-made machine.

According to another version, the speed trials of Vanderbilt and Rothschild constituted the race which had been projected, and this was won by Vanderbilt, the distance being ten kilometers.

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

E. E. SCHWARZKOPF, *Editor.*

MARIUS C. KRARUP, *Associate Editor.*

VOL. 4 No. 2

NEW YORK, APRIL 26, 1902

PRICE TEN CENTS

AUTOMOBILE TOPICS is published weekly, by Automobile Topics, 2001 Park Row Building, New York. Subscription price, \$4.00 a year in the United States and Canada, or in foreign countries within the Postal Union, \$6.00 (gold) in advance. Advertising rates may be had on application.
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AUTOMOBILE DANGERS SCHEDULED

THE sources of danger arising from the use of automobiles on the streets and roads belong to three classes, (1) those which are due to the peculiarities of the automobiles, (2) those which are chiefly due to the drivers, and (3) those which are due to the public at large.

In the first class may be mentioned: 1, the possible speed of automobiles; 2, their weight; 3, their noiselessness or the monotonous character of the noise they make; 4, the unchangeability of their contours while in motion; 5, faults in construction, rendering operation irregular; 6, faults in material and workmanship, rendering vital parts, such as brakes, unreliable without due notice; 7, their novelty, engendering confusion and fear in men and beasts unaccustomed to their peculiarities.

These sources of danger should evidently be obviated through restrictions imposed upon the manufacturers, if time and free competition are not considered sufficiently active factors for insuring their removal.

The second class includes: 1, insolence; 2, intemperance; 3, lack of skill (confusion, overconfidence); 4, inability to watch more than the operation of the vehicle (this may be due to too great complication in operative motions, and may belong under class 1).

In the third class the most potent source of danger is probably: 1, the glori-

AUTOMOBILE TOPICS

fication of high speed through the sensationalism of the average newspaper, but of hardly less importance is, 2, the enactment of legal restrictions which are impossible of enforcement, partly because they overshoot the mark and restrict more than reasonable, and partly because they find expression in prescribing definite speed limits while no means exist for determining in any given case whether these limits have been observed or transgressed.

By considering the possible sources of danger to the street and road traffic in general which have here been summarized with extreme brevity, it should be possible to arrive at the logical remedy for the situation.

The canvass made of a district in New York shows an overwhelming majority of taxpayers in favor of speed restrictions of a severe character, but they might be in favor of any other form of restriction if such other form were proposed and laid before them.

In the above summary we furnish a little raw material for further thought on the subject in the hope that the attention of those who are in love with the restrictive idea may find some other points than mere speed upon which to exert their ingenuity. *Automobile Topics* rather favors unlimited freedom tempered by unlimited personal, civil and criminal responsibility, but to demonstrate the correctness of this view would require a more lengthy discussion than our readers as a rule are disposed to follow.



MR. PAUL PICARD OF THE CHICAGO AUTOMOBILE CLUB IN HIS RENAULT CARRIAGE.

Clubs and Associations

OUT of nearly forty American automobile clubs only eight are represented in the American Automobile Association, and there are indications of a fight between the resuscitated Motor League of America and the A. A. A. as to which organization shall be the dominant one in automobile matters of national scope and which shall secure the allegiance of the remaining clubs and their members. The Motor League has not yet shown any other signs of activity than to assert that it is the only organization that is fit to survive, while Winthrop E. Scarritt, president of the A. A. A., has begun the work of recruiting desirable clubs as members of the national organization. In a letter just sent out to them he states the objects to be as follows:

First—The securing of rational legislation.

Second—The formation of proper rules governing the use of the automobile.

Third—To protect the interests of automobilists against unjust discrimination.

Fourth—To maintain their lawful rights and privileges.

Fifth—To encourage the use of the automobile and its development.

Sixth—To promote the good roads movement.

"The individual clubs are doing good work in their local field," Mr. Scarritt admits, but "It has been thought that the time has come," he writes, "when individual clubs scattered throughout the country should have an opportunity to unite in a national organization. At present the automobilist is a pioneer. The lot of the pioneer in any field of endeavor is not an easy one. Old laws and customs have to be readjusted to the new order of things. I believe that the purpose of the A. A. A. as set forth above will appeal to you. We need your co-operation and assistance and trust that we may meet with early response to this invitation. In order to carry out the objects of the association a considerable amount of money will be needed and the fees have been placed as low as is consistent with the amount of funds that must be secured to effectually accomplish good work."

Brockton, Mass., Automobile Club has had its first "run." Fourteen autos were all landed safely and on time at Hough's Neck, with appetites sharpened for a dinner at a beach hotel. The party included President and Mrs. F. E. Constans and Mrs. M. F. Copeland; Fred Packard and F. F. Field, Jr.; Mr. and Mrs. Arthur Keith, Harry Keith and mother; H. P. Norton and family; Mr. Burbeck and visiting party of three from Rockland; George R. Washburn and son Francis, Henry Glenn and guest, Mr. and Mrs. E. R. Sharpe, Mr. and Mrs. Herbert Wheeler, Mr. and Mrs. W. H. Marble, Dr. and Mrs. A. D. Yorke, and Mr. and Mrs. Brackett of Bridgewater.

At the annual meeting of the North Jersey Automobile Club of Paterson, N. J., the following officers were elected: Charles D. Cooke, president; F. R. Reynolds, first vice-president; Frank Van Cleve, second vice-president; E. T. Bell, Jr., secretary and treasurer; W. H. Fletcher, captain.

AUTOMOBILE TOPICS

At its annual meeting on Monday night the Automobile Club of Hudson County elected M. A. G. Evans, president; Dr. L. Bauman, vice-president; Mr. Frank Eveland, secretary-treasurer, and Mr. G. H. Wilson, Dr. L. A. Opdyke, Mr. George E. Blakeslee and Mr. E. V. Kiersted to the runs and tours committee. The club will co-operate with the A. C. A. in placing signposts on Hudson County Boulevard.

On Decoration Day, May 30, the Springfield, Mass., Automobile Club will hold a tournament at the Hampden Park race track, and a great slaughter of track records is expected as a result of banking the turns of the track ten feet. Alexander Winton is expected on this occasion to bring the circular track record down below a mile per minute, and on the following day will also attempt to break Fournier's flying start straightaway record of a mile in 51 4-5 seconds. The latter effort will be made under the auspices of the Automobile Club of America.

Sport and Utility

ON his way to a golf engagement at Ardsley, Mr. Clarence Mackay last Wednesday had the pleasure of paying a \$20 fine in the Harlem police court for alleged fast driving by his chauffeur Dennis Burton, who guided the automobile at the time when it was overtaken by a bicycle-mounted policeman. Judging from the number of fast automobiles which the bicycle police are able to overtake, these minions of the law and interpreters of its impossible provisions, should go to France in a body and bring home all the speed honors which are still to be had by cyclists in Europe. They should easily be able to defeat Jacquelin and Ellegaard in a spurt.

E. R. Thomas of New York has purchased a 40 hp. Panhard machine for \$17,500 or \$18,000, to take the place of the "White Ghost" Cannstatt-Daimler machine which was recently reported sold to John B. Drake of Chicago for \$9,000. Mr. Thomas will not use the new machine for speeding purposes, it is stated, but will be content with the satisfaction of merely owning an automobile which has been proved capable of going a mile in less than one minute. His moderate intentions are explained by the fact that the "White Ghost" under his guidance ran over a seven-year-old boy a couple of months ago on Convent avenue in New York, leaving him lifeless. The coroner's jury exonerated Mr. Thomas from all blame for that occurrence.

The Chicago Automobile Club has offered a \$100 reward for the policeman who makes the most daring rescue of persons in a runaway vehicle during the ensuing year, in this respect following the example of the A. C. A., which previously had offered a reward of the same kind in New York, thus at one stroke placating policemen with the hope of a reward, and calling attention to the fact that horses run away, while automobiles do not.

AUTOMOBILE TOPICS

F. Wilkinson & Co., of 25 Cornbrook Road, Manchester, Eng., have been appointed agents for the "Steamobile" in England, and the second shipment of vehicles was made to them last week. The company has just received a cable order from them for four machines more.

A single cylinder gasolene motor propels a vehicle like a youngster propels a bicycle with only one pedal, and that one out of reach, so that he can only kick at it and hit it every other revolution. When he gets the bicycle going pretty fast over level ground he can manage to get along without much trouble. The



EDWIN W ADAMS' "WINTON" WITH WINTER TOP, INTERCHANGEABLE WITH ORDINARY EQUIPMENT.

only advantages which the single cylinder motor has in this comparison consists in a heavy flywheel and a stronger kick, leading quickly to greater speed. The slower the speed the more nearly the comparison holds good. Similarly the two cylinder motor may be compared with a one-legged cyclist who gives one impulse for each revolution of the pedal, and not till we get to the four cylinder motor is the comparison with an able-bodied cyclist appropriate; he gives two impulses for each revolution; so does the four cylinder motor. It still requires a flywheel. A pair of steam engines, on the other hand, give four impulses for each revolution and require no flywheel in which to absorb the violence of an explosion. The gasolene vehicle has come to the front in spite of the serious objections involved in these points. It may be imagined, even by those not familiar with technique, that their advantages on other points must be weighty.

AUTOMOBILE TOPICS

How to be a sportsman though rich! Messrs. Vanderbilt and Rothschild are trying to demonstrate how it may be done, and are doing very much better than those who are satisfied to demonstrate the combination by paying police court fines with nonchalant indifference.

"A little speed is a dangerous thing," is the maxim of New York chauffeurs. 'Tis safer to go either about four miles per hour or fast enough to escape a mounted policeman.

Fisher Morehouse of Naples, Ont., has built a gasolene vehicle weighing 160 pounds all told. Its top speed is eight miles per hour.

The Committee on Political Action of the Twenty-seventh District Republican Club in New York, which is opposed to the proposed ordinance to increase the speed limit for automobiles and other vehicles, sent out 8,000 postal cards to voters to get their opinions, and Secretary Edward K. Baird has tabulated 214 replies. Of these, 13 are in favor of the increase and the rest are against it. "Go as fast as you like," says George F. Boisard, in reply to the inquiry, voicing the attitude of the minority (which is always right, according to Matthew Arnold). Another man takes Sarah Bernhardt's standpoint, who bought an automobile so as not to be run over by one. "Everybody will have to ride (in automobiles) for safety's sake," he says.

As soon as American manufacturers come to their senses and make a more costly automobile, that is, double the price, and put on a few extra touches here and there the fad of importing machines will die out.—*New York Commercial*.

What would appear to be the most luxuriously fitted automobile in New York is a 40 hp. Mercedes, which is stored at Smith & Mabley's rooms on Seventh avenue. The machine is painted a dark red, has a canopy top and curved glass front, and is equipped with pockets, ceiling nets, hampers and most things, in fact, that may conduce to the comfort and convenience of the passengers, of whom it will seat six.

Mr. A. L. Roeder, a Western millionaire, has bought, through Alexander Fischer, the 35 hp. Mercedes which Talbot J. Taylor, brother-in-law of Foxhall Keene, left for sale only a few days ago. Mr. Roeder paid \$15,000, a trifle more than its original cost, for the machine.

It has been announced that the affairs of the Automobile Company of America, manufacturers of Gasmobiles, will be taken from the hands of Receiver H. C. Cryder soon and restored to the control of its stockholders. Mr. Cryder was appointed receiver on February 6, 1902. He has so successfully conducted the receivership that he has been requested to remain with the company as treasurer and general manager.

AUTOMOBILE TOPICS

Local option in the matter of granting special permission for automobile racing is provided in the automobile bill that has passed the Rhode Island Legislature. Among the provisions of the measure is a clause that requires mufflers on all gasoline machines.

Citizens of Oakland, Ill., have subscribed \$27,000 toward establishing a factory for producing rotary engines invented by Mr. Craig of Duquoin, Ill. J. C. Taber, Crawford Cash and E. N. Carter are mentioned as directly interested.



16 HP. PEERLESS CARRIAGE—ENTRIES NOS. 11, 28 AND 35 IN LONG ISLAND ENDURANCE CONTEST, APRIL 26.

The automobile races to be held at Bexhill on May 18, under the auspices of the Automobile Club of Great Britain and Ireland, will be over a kilometer course, with flying starts. Among the machines that probably will take part are: Alfred Harmsworth's 40 hp. Mercedes, S. C. Rolls' 60 hp. Mors, Mark Mayhew's 50 hp. Napier, S. F. Edge's 50 hp. Napier, Alfred Bird's 24-hp. Mors, 1900 type, and C. Jarrott's 16 hp. Panhard, 1902 type.

AUTOMOBILE TOPICS

Some interesting time tests were made at Nice, France, on April 8, of all classes of motor cycles and automobiles. Their straightaway times for the mile and the kilometer (.621 of a mile) were taken. In the mile trials the start was standing, and in the kilometer flying. The winners and times were:

Motor tricycles—Mile, Cissac, 1:48 3-5; kilometer, Cissac, 0:50 1-5.

Motor bicycles—Mile, Osmont, 1:15; kilometer, Rigal, 0:33.

Voiturettes—Mile, Buras, 1:15 2-5; kilometer, Truffault, 0:40 1-5.

Medium cars—Mile, Gabriel, 1:13 1-5; kilometer, Gabriel, 0:39 1-5.

Heavy cars—Mile, Loraine-Barrow, 1:12 3-5; kilometer, Werner, 0:41 4-5.

Steam vehicles—Mile, L. Serpollet, 1:11; kilometer, Serpollet, 0:35 4-5.

Mixed motors—Kilometer, Juratzy, 0:34 2-5.

Serpollet has since covered a kilometer in 29 4-5 seconds, which is at the rate of a mile in 48 seconds. Fournier's best mile time is 51 4-5 seconds.

Trade Notes and News

[Insertions under this caption 3 cents per word; minimum 50 cents per insertion. Payment must invariably be made in advance—in postage stamps if desired—as no accounts can be opened for this class of advertising.]

FOR SALE.—Steam automobile, practically new, refinished, new tires, increased boiler capacity; engine 15 hp.; will speed good roads at rate of 20 miles per hour; two seats, accommodating three people each; re-arranged to carry gasoline sufficient for 125 miles; beautiful light-colored folding umbrella top. Correspondence solicited. B. Lyman Smith, 581 S. Clinton St., Syracuse, N. Y.

FOR SALE.—De Dion Motor, 5 hp., 1902; water-cooled; perfectly new; never been used. Sell at a bargain. Hanauer Automobile Co., Cincinnati, Ohio.

ERROR—CENTAUR.—The Centaur electric and gasoline runabouts are made by the Centaur Motor Vehicle Company, 642 Linwood avenue, Buffalo, N. Y., and not at Rochester, as erroneously stated under an illustration of The Centaur appearing in *Automobile Topics* of April 12.

SNAPS in Automobiles bought for cash; parts, fittings, everything; Rogers' Gasoline Phaeton, \$250; body needs remodeling; shown running. Maslins, 105 First street, Jersey City.

FOR SALE—Handsome two-seated Steam Carriage, Foster make; bought within past year; cost \$1,200; will sell at bargain; good as new; used very little. S. C. Cary, 19 Roosevelt street, New York.

ELECTRIC Phaeton, built to order; not used; finest materials and finish; cost \$3,600; will sacrifice, as owner is abroad. Automobile, room 10, 162 Nassau street.

LUBRICATION MADE EASY.—A few short strokes of the air pump on the Devantery Oil Can produces an air pressure on the top of the oil causing it to flow through the stem immediately the feed valve is turned. It is no trouble to fill the cylinder cups or to properly lubricate the working parts of the motor with this device in the space of a very few seconds. Another very apparent advantage to the user is the cleanliness of the device and the fact



that the very heaviest grade of cylinder oil, which produces so much better results, can be used without the slightest inconvenience. This can is for sale by all supply houses of automobiles and fittings, or it will be sent charges prepaid on receipt of \$6.00.

It is made for Frank F. Weston, 83 Chambers street, New York, N. Y.

Removal Notice

On May 1, the Publication Offices of Automobile Topics will be removed from the Park Row Building to larger quarters in the Spalding Building at No. 29 West 42d St., N. Y. City



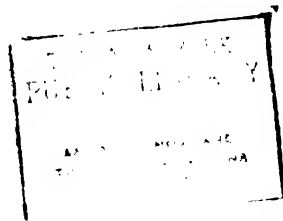
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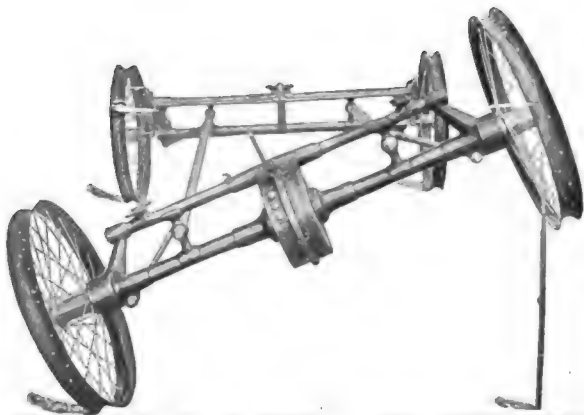
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Locomobile, 1901	\$350	Columbia Stanhope (new)	\$1000
Locomobile, 1900	300	Mobile, Dos-a-Dos	550
Waverley Runabout	600	Woods Electric	500
Duryea, 1902	850	De Dion Motorette, 5 h p.	800
Buffalo Electric Stanhope	1250	Mobile Touring Car (1902) seating six, 1250	
		Toledo (new) shop worn	800

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Flexibility Combined.**

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Weight, $4\frac{1}{2}$ lbs.; space required in carriage, 9 inches in length x 3 inches in diameter.

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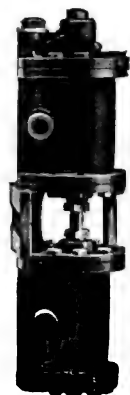
Capacity, 80 lbs. pressure on fuel tanks or tires in one minute with a boiler pressure of 125 to 150 lbs.

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Capacity, three gallons per minute against 200 lbs. boiler pressure.

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These pumps have been adopted by the Locomobile Co., the Mobile Co., and other leading manufacturers of steam carriages.



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OF ANY DESCRIPTION.



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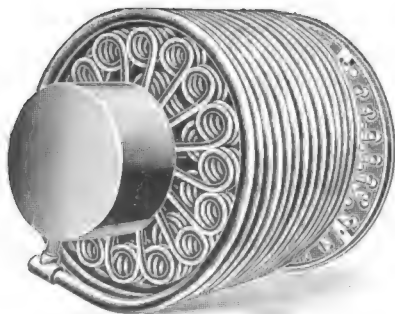
The Grade Meter may be readily attached to any vehicle or bicycle, and will show accurately the grade that is ascended or descended. The grade is shown by the location of a bronze ball running in a concave glass tube filled with spirits. The spirits prevent the ball vibrating and yet allow it to respond quickly to changes in grade.

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A "Toledo" was driven by its owner from Toledo to Hot Springs, Arkansas, without an accident.

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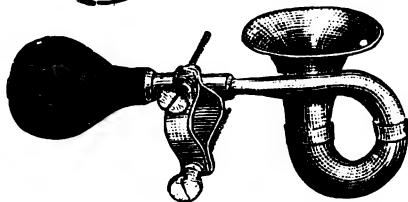
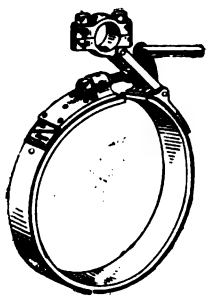
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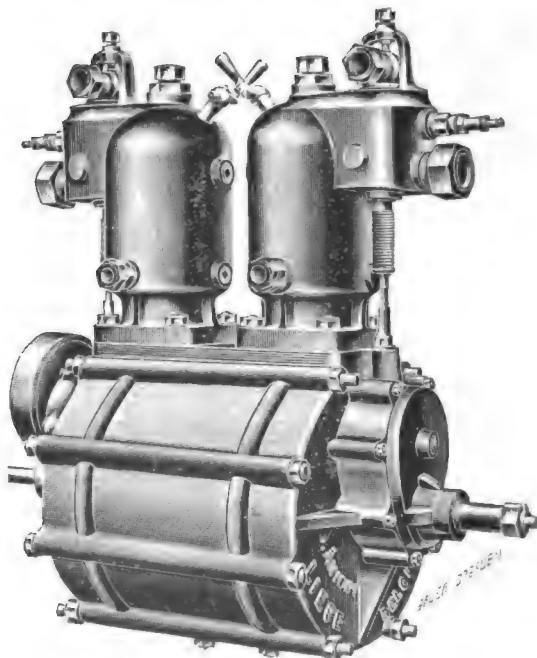
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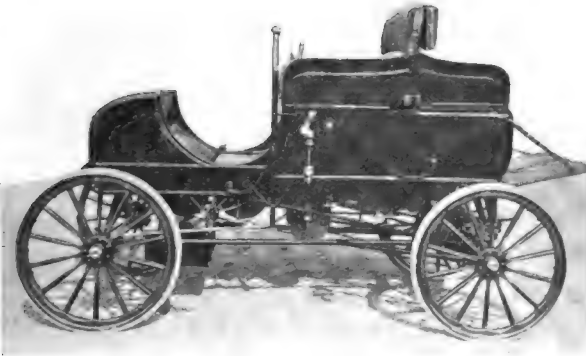
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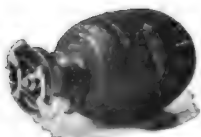
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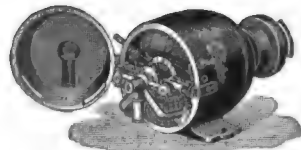
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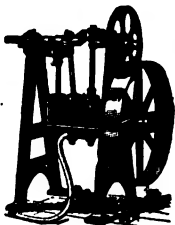
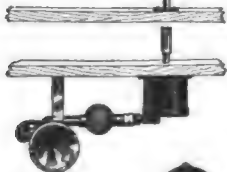
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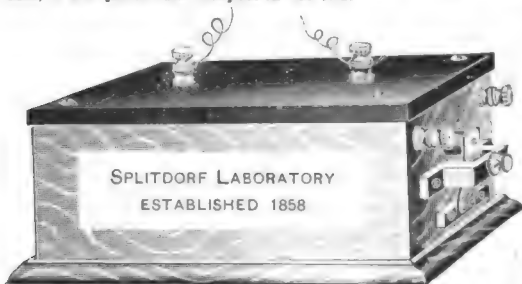
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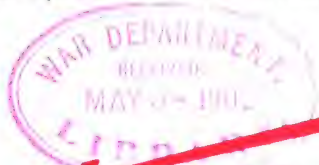
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First Official Records of Long Island Endurance Test.



Automobile Topics

Illustrated.

PUBLISHED WEEKLY

Vol. IV.

NEW YORK, MAY 3, 1902.

No. 3.



VISITORS FROM AUTOMOBILE CLUB OF AMERICA ON ROSLYN HILL VIEWING HILL-CLIMBING CONTEST, IN THE LONG ISLAND CLUB'S ENDURANCE CONTEST.

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NEW YORK

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- A Locomobile climbed highest peaks in Yosemite Park
- A Locomobile climbed Eagle Rock Hill, N. J., in the best time
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- A Locomobile climbed Pike's Peak

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over the course with-
out a single stop.

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IN THE L. I. ENDURANCE RUN



Clock Face Shows Cross Section.

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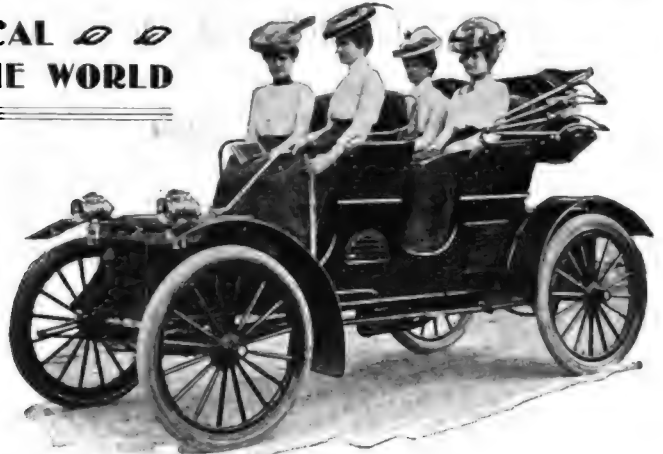
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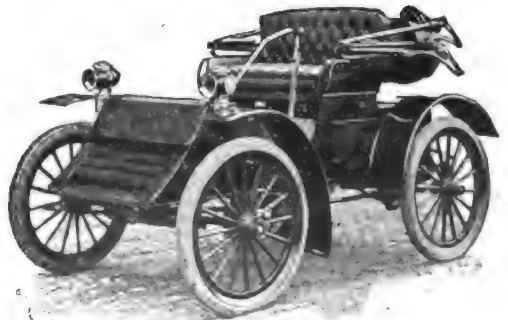


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Without
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We Were Awarded a
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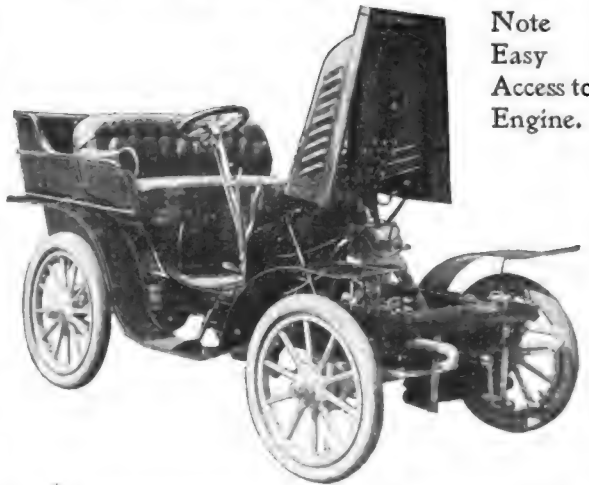
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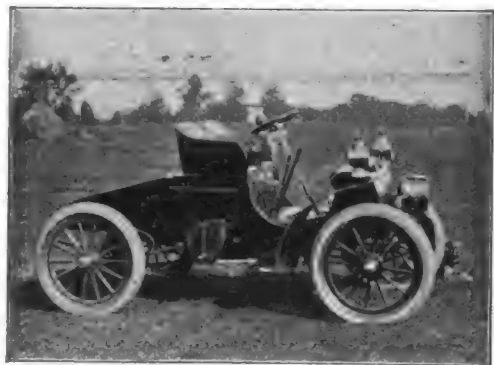
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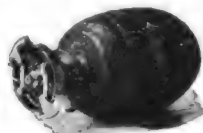
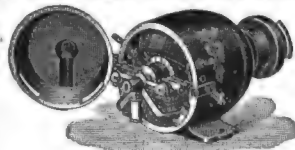
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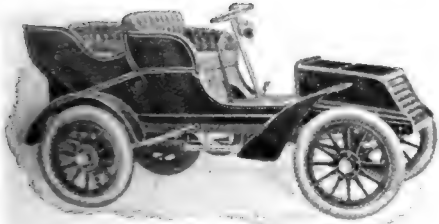
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Winton

In the Long Island 100-Mile non-stop endurance contest two WINTONS entered, and they both won first-class certificates. One of the two captured first honors in the hill climbing contest in its class.

THAT'S ALL.



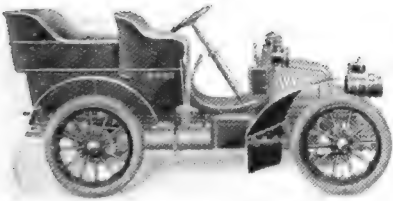
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WE ENTERED THREE CARS, TWO being our latest model Tonneau, carrying four persons, and one being our regular Touring Car, carrying two persons. All finished the entire run of 100 miles without a stop (except to repair one punctured tire, not penalized under the rules). Our cars were too fast to conform to the speed limit of the contest, **all finishing ahead of time.** The two Tonneaus were the **first American Cars** and the first **four-passenger cars to finish**, notwithstanding the fact that one of them stopped twenty-nine minutes to repair a tire.

One Tonneau averaged better than 20 miles an hour, breaking the record of American Cars over this course; the other better than 19 miles an hour; while the Touring Car, the fourth American car to finish, averaged about 18 miles an hour.

The only cars to finish ahead of ours were high-powered French racing cars, with rear seats removed, carrying only two persons.

In exchange for your name we will send you much fuller description of the contest and our illustrated catalogue.

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- 8 H.P. all Water-Cooled, running up to 1,200 revolutions.**
- 15 H.P. (2 cylinders) all Water-Cooled, running up to 1,200 revolutions.**

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Automobile Topics

Illustrated

VOL. IV.

MAY 3, 1902.

NO. 3

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W. H. & H. M. WELLS IN PRESCOTT STEAM RACING CAR.

Automobile Topics

Illustrated.

VOL. IV.

MAY 3, 1902.

No. 3

First Figures of Endurance Run

A FEW data and incidents of the Long Island 100-mile endurance contest may be given independently and in advance of the official record, which will be found on other pages inserted at the last hour before going to press.

Besides the entries which were listed in *Automobile Topics* of April 26, six more, numbered from 77 to 82, were received by the Long Island Automobile Club after the expiration of the time limit. These were as follows: No. 77, U. S. Long Distance; No. 78, Overman; No. 79, Gasmobile; No. 80, Fournier-Searchmont; No. 81, Gasmobile, and No. 82, Renault. Nos. 78 and 81 did not start, however.

Among the regular entries the following did not start: No. 12, Overman; No. 19, Waverley Electric; No. 20, Gasmobile; No. 32, Foster; No. 34, Prescott; No. 37, Autocar; No. 44 or 46, Haynes-Apperson; No. 48, Locomobile; No. 50, Darracq; No. 51, Locomobile; No. 58, Reading; No. 61, Panhard; No. 67, Fournier-Searchmont; and, as above mentioned, Nos. 78 and 81. Out of a total of 82 entries, there were thus 67 starters.

The preliminary examination of the records by the club officials last Sunday revealed, according to their statement, that, out of these 67 starters, 13 would be disqualified for flagrantly exceeding the speed limit of 15 miles per hour, and that 14 vehicles quit the course for one reason or another. This left 40 to be considered. Of this number 9 were questionable for possible speed transgression or other causes, 29 seemed clearly eligible to rewards, provided their stops should not prove to aggregate more than 100 minutes for each. For the remaining 2 no cards had been returned. These were Nos. 28, Peerless, and 42.

AUTOMOBILE TOPICS

Ward-Leonard, of which the observers were Earl P. Mason and C. C. Bramwell, respectively.

Among the rules governing the two special events, the hill-climbing contest and the gasoline consumption tests, some are expected to cause much hesitation in the distribution of awards. One rule states that "to be eligible to an award in the special events, the vehicles must cover the full course within the rules." According to another rule, the time for the hill test was to be taken by the starters at the foot of the hill and by the "observer" on the vehicle, and again at the top of the hill by the judges and the "observer." The time being a matter of seconds, some dispute was considered likely to arise from possible variations in the watches.

The 100-Mile Test in Varied Reports

MANY and often fanciful were the reports appearing in the daily press of New York after the Long Endurance contest. Yet the following medley of selections from this source presents a picture of the event which is essentially true to the facts, the errors being weeded out.

The day was an ideal one for chauffeurs except that the wind made the competition an endurance contest in every sense of the word. The wind blew at a furious rate the entire day, and when the competitors finished they were covered with dust almost beyond recognition.

Although the official start was scheduled for 10 o'clock, the main street of Jamaica was crowded to overflowing long before 9 o'clock. For nearly a mile the procession of automobiles stretched in a single file along the sidewalk. There in all his glory was the automobile crank. His face was veiled behind the racing goggles, his body swathed in leather garments, soon white with driven dust. Officials decorated with ribbons of various colors expostulated, commanded, and remonstrated; owners fretted and fumed, awaiting the start, and to all this disorder was added the tooting of the auto whistle and the puff of their engines.

Horses in the streets plunged and reared at the noise and strangeness of the cars, and motormen in the street cars alternately swore and trembled as their cars crept down the crowded streets, missing the careless sightseers by a hairbreadth.

At 9.30 there was a sudden stir, and an official announced that the race would commence half an hour ahead of time, on account of the large number of entries. A moment later the crowd opened, and a car drew up to the line. There was a short consultation of officials, the occupants of the car turned up their leather collars, adjusted their great goggles and the chauffeur fingered his break nervously. It was just 9.34 when Frank G. Webb, clerk of the course, shouted "Go!" and the first contestant whirled around the corner, and started on the hundred mile run. A few seconds later the second machine was off also, and for over an hour the autos continued to depart. It was nearly 11 o'clock when the last of the sixty-seven cars was dispatched.

Trolleys and the railroad brought down increasing loads to witness the

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start. Everybody locally well known in the automobiling world was present and prepared to accompany the machine, either in the capacity of observer or passenger. Some of the larger machines carried three passengers besides the driver, such as the Panhards, the Wintons and the Lane vehicles. One, the entry of the Long Island Motor Company, carried a party of six. The Long Island Railroad had provided a special train for the newspaper men, which left Jamaica soon after the start and carried the correspondents to Roslyn, where it stopped for the hill-climbing contest. From there the train went to Hempstead and later was to return to Jamaica in time for the finish.



SCENE FROM THE EARLY MORNING AT JAMAICA.

At 9.15 o'clock there was a rush to the street to witness the arrival of the Automobile Club of America. Fifteen machines came up at a good pace, forming an imposing-looking procession. Among them was the new Panhard of A. C. Bostwick, with that enthusiastic chauffeur driving. Mr. Bostwick recently had two operations performed in the hospital, and his head was still swathed in bandages, but nothing could keep him from coming to witness the start of the test.

No sooner was the race on than the center of interest shifted to Roslyn Hill, the scene of the great hill-climbing contest. Twenty and one-eighth miles from the start the road, after following the Sound for some miles, turns sharply, and climbs up at a very sharp grade to the top of Wheatley Hills, the highest elevation on Long Island. At the foot of the hill is a red-roofed water tower. As the contestants reached this point they were warned of the approaching hill. Getting a flying start, they rushed on past the line and up the three-fourths of a mile stretch of grade. As the road nears the summit of the hill it sweeps

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around in an S-shaped curve, at the top of which were gathered nearly a hundred watchers.

It was after 11 o'clock when the labored gasping of an engine behind the hills warned the observers of the approach of the first car. Down in the dusty road two puppies were gambolling playfully, and a rooster was marshalling his flock in the public highway. Suddenly there was a low, gurgling roar, a whirl of flying dust, and No. 3, a 1700-pound racing wagon, driven by George Cook,



NO. 2—A PRESCOTT STEAMER, DRIVEN BY H. M. WELLS, STARTS
OUT FOR A BLUE RIBBON.

charged up the road. There was a rush for cover, click of the recording watches and the wagon had passed. Down the road two terrified puppies were crawling out of the gutters, and the panic-stricken poultry had vanished in the underbrush.

One by one in quick succession the other contestants followed, low-cut racing machines of many horsepower rolling up the hill at railroad speed, lighter carriages and pleasure runabouts wheezed and puffed with asthmatic affliction as they crept up the steep ascent. Here and there a machine gave out under the strain, and a discomfited owner laboriously pushed his car up the long hill, enduring the taunts of the onlookers in grim silence. Particular interest in this climb arose from the fact that aside from the cups offered by the club, a

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member of the board of directors had put up a special cup for the driver making the best time without regard to the rest of the course.

Harry S. Woodworth, in a 24-hp. Panhard, was the first of the qualified contestants to reach the crest of the Roslyn Hill at 1.40, but as he retired from the run he forfeited all claim to the special prize. Next in order came a 3½-hp. Locomobile in 1.42, while not a few machines narrowly escaped being anchored during the hill-climbing contest.

The first carriage regularly entered that ran into the starting place was a 16-hp. French machine that had run over the course like a wildcat. It started



HARRY S. WOODWORTH OF ROCHESTER, N. Y., REACHES CREST OF ROSLYN HILL
IN RECORD TIME—AND THEN GOES HOME.

at 9.36.15 o'clock in the morning and finished at 2.04 o'clock, making its net time for the 100 miles 4 hours 27 minutes and 45 seconds. Its driver was Charles D. Cooke and the checker on it was Hiram Percy Maxim. They led the way—mostly. They took the lead within the first five miles and were ahead for 60 miles. They were checked at Oyster Bay, 33½ miles out, at 11.10 o'clock and were checked at Hempstead, 60¾ miles from the start, at 12.22 o'clock.

It was exactly 4.25 o'clock when J. C. Chase, driving No. 41, crept around

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the corner, and slowly, very slowly, approached the tape. At almost a snail's pace he loafed to the line, consuming a minute in the 100 yards.

"4.25!" shouted the timekeeper.

"I've made it," said the doctor, as he dismounted from the car. Consultation with the timekeepers showed that his running time was exactly 6 hours and 40 minutes, several of the timers' watches giving him a scant 30 seconds leeway. Dr. Chase's remarkable run was made without a single stop. He had carefully plotted out his course, and kept to his schedule. At Freeport, Massapequa and Hempstead he was just on time. His finish was one of the most exciting incidents of the whole race, and it was unofficially given out that he would win the race.



**PRESIDENT A. R. SHATTUCK OF THE A. C. A. AND PRESIDENT WINTHROP E. SCARRITT
OF THE A. A. A. AT THE HILL CLIMBING CONTEST.**

Careful as the judges were to provide against excess of speed, with penalties and disqualifications, they could not wholly curb the racing propensities. When the level road stretched far and straight, and the speed-loving chauffeur heard the "chug, chug, chug" of a rival machine behind him, the impulse to "let her hum" was irresistible, and many a thrilling and unrecorded contest was fought out along the remote and unguarded portions of the trail. Many, also, were the drivers who raced their machines to the finish line, only to be disqualified for neglecting the time regulations.

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Some contented themselves with the conditions, and, on the whole, it was the best endurance contest yet held in this country. M. Ernest Cuenod, vice-president of the Swiss Automobile Club, was one of those who said this. He and others agreed that former affairs of the kind have been little better than farcical. Nevertheless, the exciting features about the affair were those that violated the rules.

Fifteen or twenty of the operators of machines in the contest went out to show how fast they could get over the course. They had avowed their purpose. They knew they would be disqualified if they went too fast, but they wanted to show what they could do. That was fun. It was business also.



MR. MCMURTRY AND MR. ADAMS WITH ONE OF THE TWO PACKARD BLUE RIBBON WINNERS—MCMURTRY AT THE WHEEL.

It will be a day or so before the reports of the official observers are compiled, when they will be submitted to Referee Scarritt and the judges of the race. Several of those who drove their machines ahead of time declare that they were not properly instructed, that the charts or maps handed them only a few minutes before the start were too small to be of service, and that in several instances the observers, who were also supposed to act as guides, were not sufficiently informed.

An incident which will probably be investigated by the club is the report that one of the contesting makers of automobiles took advantage of a lapse in the caravan by adopting a relay of machines. It is said that a duplicate of one

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of the machines which started from Jamaica was standing near a clump of woods this side of Hempstead, and when the first machine reached that point it was run into the woods, the tag transferred to the fresh machine and the race continued in the latter.

The disqualification dispute was discussed warmly. Some of the disqualified ones declared they had kept within the legal speed limit of 20 miles an hour, and that the printed and verbal instructions given the observers contained no 15 mile an hour warning. On the other hand, there was no dispute that the 15 mile an hour limit was specified in the printed rules first sent out.



AN IRRESISTIBLE ATTRACTION.

A. C. Bostwick Visits the Start at Jamaica with his Forehead Swathed in Bandages
After a Recent Operation.

Motoring Through Nazareth

UNITED States Consul Rayndal, at Beirut, reports to the State Department that, while it may sound strange, it is nevertheless true, that inquiries are being made in Syria for automobiles. Only one specimen, an inferior second-hand French machine, has been seen there, but it is thought that in Syria and Palestine, with their lack of railroads and street cars, and with their rapidly developing carriage-road systems, automobiles would do well. A new road is now being built between Sidon and Beirut, and will soon replace

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the ancient bridle-path. While this road will be level, others throughout this region are steep and make numerous sharp turns. Vehicles in use, therefore, must be strong and durable. Between Haifa and Nazareth, the most satisfactory carriages employed in the tourist traffic are powerful, two-seated surreys made in Buffalo, N. Y. In these parts, horses suffer greatly from the heat; this difficulty would not apply to a machine. In Beirut alone 500 carriages are running, and hundreds more are in use in the Lebanon and in Palestine. The country is poor, and, except possibly for the accommodation of tourists, there would not at present be much demand for automobiles outside of Beirut.

The tourist traffic has more than doubled in Syria during the last ten years. At present about 750 foreign tourists pass through Beirut annually, most of them proceeding to Baalbek and Damascus. Twice this number go through Palestine. Galilee is also growing in favor among tourists. The figures given do not include pilgrims, thousands of whom seek the holy places, nor the special excursions which lately have come into vogue. Consul Rayndal says that American manufacturers may obtain information on the subject from Dr. Harry Graham, Beirut, Syria.

Western Auto Transportation Lines

A FORTY-EIGHT mile automobile transportation line from Durango, Colo., to Farmington, N. Mex., is under consideration. It involves some road improvement for a short distance where the sand is rather deep. The object is to facilitate transportation generally and to draw visitors to the rich agricultural district which has been opened by means of irrigation on the high plains between the towns referred to. The altitude varies from 6500 feet at Durango to 4500 at Farmington. Says the prospectus:

"Farms and orchards prolific in the products of each, with grazing grounds carrying thousands of head of cattle, sheep and horses, are spread out in view on either side. More particularly grand is this sight during the Summer and early Fall months, when the apple trees are heavily laden, the grain fields awaving with their golden and silvery stalks and rich green acres of alfalfa stretch far beyond the vision.

Thus for the sightseer here is a trip in a noiseless auto over the typical Colorado road, through Colorado sunshine and valleys that is sure to become popular when the plan is once instituted and becomes known. But then there is a commercial side of the proposition. While no railroad connection exists between Durango and Farmington, while the former is the metropolis and great manufacturing and mining center of Southwestern Colorado, and while Farmington is the growing center of Northern New Mexico's agricultural, horticultural and live stock industries that are rapidly growing, it has become essential for the prosperity of both that closer commercial relations should be established. So the pleasure auto ride between the two points will be augmented with trucks of a heavier carrying capacity and thus traffic be conducted in a more expeditious as well as up-to-date manner."

In connection with this plan it may be of interest to note that one automobile

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manufacturing company almost monopolizes that field for automobiles, which consists in furnishing transportation between Western towns whose railroad connections are not sufficiently ample for the needs of the population. The company which devotes its attention to the promotion of such transportation lines has practically waved aside all other cares. It neglects shows and contests unless they are in the West, and seems to feel confident that the new special field will be prolific in sales. As a matter of fact, the Western newspapers reflect its activity unmistakably. Hardly a day passes, but some new plan is mentioned in one locality or another. At least one hundred must be in process of promotion at the present time.



NEW MODEL WAVERLEY ELECTRIC. MADE WITH OR WITHOUT TONNEAU.

Entered in the Long Island Endurance Contest, but was disqualified before the start for want of an opponent in its class.

Lawrence E. Holden of the Westchester Automobile Co., of New York, has just bought from W. K. Vanderbilt, Jr., the latter's "Red Devil," a 35-hp. Mercedes, which was imported from Germany last year.

Charles D. Cooke of the American Darracq Company has been elected president of the North Jersey Automobile Club.

Smith & Mabley of New York have sold 12-hp. Panhards to A. T. Eddy of Chicago and Miss Thomas of New York; also a 24-hp. Panhard to Louis Stern of New York.

In Defense of Test Rule Violators

EDWARD B. GALLAHER of the Fournier-Searchmont Company has sent a letter to the Long Island Automobile Club in defense of those who covered the course faster than 15 miles per hour. The letter reads as follows:

Noticing the press reports and interviews with some of your officers regarding the disqualifications of our Searchmont cars for having completed the course faster than 15 miles per hour, I beg to say that if these gentlemen are correctly quoted, I wish to protest against these unofficial utterances anticipating the action of your committee.

In this connection I wish to lay the following facts before your club as an argument against disqualification of cars No. 65, 67, 69.

First. Nothing was said in your printed rules regarding cars being disqualified for speed in excess of 15 miles per hour.

Second. We asked our official observer as to this point before starting, and he in turn inquired of one of the committee in the presence of the writer, who informed him that he supposed we could exceed 15 miles per hour, as nothing was mentioned about it in the rules.

Third. The writer was informed by a member of the committee that all information regarding rules, etc., should be obtained by him from his official observer.

Fourth. My official observer told us we could go as fast as we pleased, as nothing was stated regarding the matter in the rules.

Fifth. In the Buffalo endurance contest there were no speed disqualifications, though many ran far beyond the club and legal limit—the club, however, gave no credit for any speed over 15 miles per hour.

A precedent is thus established.

Sixth. Cars Nos. 65, 67, and 69 made a 100 per cent. record.

Seventh. We have violated no club rules.

On the above facts I respectfully request a first class certificate for the three Searchmont cars above mentioned.



**FOURNIER-SEARCHMONT CAR, ENTRY NO. 65, IN LONG ISLAND ENDURANCE CONTEST—
DISQUALIFIED.**

Sport and Utility

VERY numerous orders for automobiles, as well as deliveries, are reported from most of the cities in the West, such as Columbus, O.; Minneapolis, Minn.; Cleveland, O.; St. Louis, Mo. The sales seem to be about evenly divided between steam vehicles and gasoline vehicles, and the larger sizes of both which have appeared this year are as much in demand as the popular low-priced vehicle of smaller dimensions.

The following firms have been added to the membership list of the National Association of Automobile Manufacturers:

Active: Olds Motor Works, Detroit Mich.; Chicago Motor Vehicle Co., 370 Wabash Avenue, Chicago, Ill.; Milwaukee Automobile Co., Milwaukee, Wis.; Friedman Automobile Co., Chicago, Ill.; National Sewing Machine Co., Belvidere, Ill.; Thos. B. Jeffery & Co., Kenosha, Wis.

Associate: C. Coles Dusenbury & Son, 396 Broadway, New York City; The John F. McCanna Co., 246 Wells Street, Chicago, Ill.; The National Cement & Rubber Mfg. Co., 3059 Monroe Street, Toledo, Ohio; Randolph Clowes Co., Waterbury, Conn.; Brown-Lipe Gear Co., Syracuse, N. Y.; Clark Tire Co., 405 Lakeside Building, Chicago, Ill.; The Sartus Ball Bearing Co., 594 Broadway, New York City; The D. M. Steward Mfg. Co., Chattanooga, Tenn.; Merkel Mfg. Co., Milwaukee, Wis.; American Tubular Wheel Co., 5917 Penn Avenue, Pittsburgh, Pa.; E. R. Thomas Motor Co., Buffalo, N. Y.; Mason Regulator Co., Boston, Mass.; Shelby Steel Tube Co., Pittsburgh, Pa.; Newport Engineering Works, 359 Thames Street, Newport, R. I.; Thomson McGowan, Standard Oil Co., Cleveland, Ohio; The Auto Supply Co., 310 Mott Avenue, New York City; The Auto Buggy Top Co. of America, Noxen, Pa.; Weston Electrical Instrument Co., Waverly Park, N. J.; Demmerle & Co., 248 West Twenty-third Street, New York City; The Central Automobile Storage and Repair Depot, 1684 Broadway, New York City.

The Columbus Dispatch has the following to say on the subject of speed regulation, which is at present under debate in the Columbus municipal council: "When the electric street cars first were introduced it became a serious question as to how fast they ought to be permitted to run. If they were limited to too slow a speed, the element of rapid transit was in danger of being destroyed. That they often ran at too rapid a speed was not questioned, but just how rapidly they should be allowed to run and still be useful as rapid transit vehicles was a delicate problem.

"When the limit of speed was finally fixed it furnished a basis on which to determine a regulation under general circumstances. That the regulation speed is sometimes exceeded not unsafely in certain sections of the city there is no question, but as a rule it is adhered to. Gradually the dangers from these vehicles have been diminished as the people have become accustomed to them and to their speed.

"In the same light the advent of the automobile must be viewed. As it was not advisable to limit the speed of the new electric cars to the speed of the

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old horse cars, so now it does not seem to be the part of wisdom to limit the speed of the automobiles to the ordinary speed at which horses are driven. Yet much more care ought to be exercised in the matter of speed of the autos than ever was exercised in regulating the electric cars. The fact that the latter run on a track, the course of which is well known and always visible, affords a measure of safety that does not attend the operation of an automobile, which has the entire highway for its track. It would not seem wise, therefore, to permit the automobiles to run faster or even as fast as the street cars, especially during the period of education, or while the people are learning to become accustomed to their presence on the street and to their speed."



TOLEDO TOURING SURREY.

Made by the International Motor Car Company.

Tourists who like the steam vehicle will be interested in the accompanying illustration of a Toledo surrey, equipped with hand-buffed leather top, rear luggage platform and unusually large water and gasolene capacity. The water tank holds 56 gallons, the three gasolene tanks $4\frac{1}{2}$ gallons each.

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Three prominent members of the Chicago Automobile Club—among them President, F. C. Donald—have purchased 18 hp. automobiles, made by the St. Louis Motor Company, model 1902. These vehicles are said to be capable of making 40 miles per hour over any kind of road, if the driver can stand the strain.



D. V. TORBENSON, AT THE WHEEL, AND T. MILLS IN A TORBENSON GEAR CARRIAGE.
One of the New Constructions in Endurance Run. Entry No. 27.

Mr. J. S. Bunting, who is manager of Wanamaker's automobile department in New York and Philadelphia, feels sure that he made a shrewd move when he tied up with the Fournier-Searchmont Company of Philadelphia. On Thursday morning last week he, in company with three others, departed from this company's factory for New York and made the run in 6 hours 25 minutes. On Friday he went over the Long Island 100-mile course in the same vehicle. On Saturday he took part in the contest and made the course without stops, and on Sunday he returned to Philadelphia in 6 hours 5 minutes, thus in four days covering a total distance of 482 miles, with four persons up all the time.

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G. A. Wahlgreen of Denver, Colo., will hold an automobile show at Coliseum Hall, in that city, from May 12 to 17, assisted by the local dealers. Since cycling days Mr. Wahlgreen enjoys a reputation for dividing his profits with his exhibitors, which will help him materially in organizing a good show.

The horse census in London, Paris, Vienna and St. Petersburg shows a sensible decrease in the horse population, amounting to as high as six per cent., and there is a desire to ascribe it to automobilism, but in reality it is due to the introduction of trolley cars to take the place of omnibusses.

Two Locomobiles formed part of the Paris-Nice caravan, of which mention was made in the April 19 issue of this magazine. The total distance was 645 miles, which was covered in six days, the actual running time being 46 hours 20 minutes. It was a leisurely journey at an average speed of 14 miles per hour. The weather was unfavorable, and many of the French automobiles were left at the roadside.

A patent for a certain style of automobile gauntlet has been granted to Demmerle & Co. of New York, the cap and costume manufacturers. The style referred to will be found illustrated in the firm's advertisement in this issue.



THE SERPOLLET STEAM CARRIAGE—ENTERED IN ENDURANCE RUN BY W. P. KENNEDY. Despite its European fame and much pumping by the occupants, this French vehicle did not finish the Long Island course.

De Dion's Pioneer Work

AS mentioned last week Marquis De Dion was recently honored with a banquet by his admirers and made the recipient of a costly and artistic souvenir in recognition of his work for automobilism.

From the remarks made by Baron de Zuylen, president of the Automobile Club of France, in his presentation speech, we take the following:

"That man (De Dion) was a struggler from the crown to the toe, full of pluck and spirit. He would move with his time, and, living in the middle of a mechanical century, made up his mind to be a mechanic. But eminent though he was as an engineer, he was greater yet as a pioneer. In the engineering line he has to share honors with others, but as a propagandist of the new industry and pastime, he comes an easy first.

"Nature, it seems, had specially designed him for the work. He stands a great dynamical power, so full of life and energy that he spreads and forces his convictions around him. One has to rank with or against him, but can never stand neutral. Every religion that begins needs a prophet and an apostle, and he was both. He started some 20 years ago in his all-conquering campaign. Then he had for his partners in his mechanical essays and experiments MM. Bouton and Trepardoux. But the best part of his task he still performed on the road.

"As far back as 1882 the old ones can remember his imposing figure bestriding a light steam tricycle. And there was more fortitude in the act than strikes one's mind at the first glance. This, indeed, was the time when a man was considered fit for a lunatic asylum, and actually deprived of the free disposition of his fortune by a regular sentence, because, among other foolish things, he had invested in a horseless car! Even his friends looked on M. de Dion as a maniac. But he went on his way undisturbed, and braved ridicule, which didn't kill him, though they say ridicule kills in France; just the reverse, it was he who killed ridicule, and that other foe of everything that is new, red tapeism, whose power can hardly be over-rated."

Public Tests of Auto Control

THE Automobile Club of America, with permission from the Park Department of New York City, held a test on the Riverside Drive at 109th Street, last Thursday, May 1, at 10.30 A. M., to show the facility of stopping an automobile and the ease of its control. Members of the Board of Aldermen and prominent city officials were invited to witness the test. An interesting feature on the programme for the test was an automobile running side by side with a horse-drawn vehicle, the signal to stop being given to both at the same time and their stopping distances compared. The distance in which a four-in-hand can stop when going at various speeds was also to be tested.

Automobile Topics sent a representative to witness and portray the event, and expects to give an account of it in next week's issue.



J. INSLEY BLAIR'S PANHARD STARTS AT JAMAICA AND GOES THROUGH WITHOUT STOP.

Official Long Island Records

RECORDS of the performance of each vehicle which went over the Long Island 100-mile course last Saturday were adjudicated last Wednesday evening at a meeting of the Long Island Automobile Club at its headquarters, 1190 Fulton Street, Brooklyn, and to this meeting the special judges of the contest were invited, so that they might have an opportunity to become somewhat acquainted with that of which they were to judge. Everything was found in excellent order, the performance of each vehicle being transcribed on a special card and the original cards of observers and timers being on hand for comparison. All doubtful questions were readily decided upon, there being no dissenting opinions in regard to disqualifying all contestants who had wilfully violated the speed rules, or those who had not finished the course. Neither was there any serious question raised about seven contestants who were only a few minutes ahead of the regular running time of 400 minutes and who had evidently intended to conform strictly with the regulations. It was shown that there was one particular stretch of the course, between Freeport and Hempstead, where nearly all cars had erred in calculating their speed, the strong wind which prevailed during the whole day having a free sweep which drove the cars faster than the occupants knew.

While the records were complete on all points except those of the gasoline consumption test, for which two of the appointed judges had failed to render reports, all of the valuable data were not given out for publication, and this deplorable fact was due to the undesirability of giving those who had violated the rules of the contest the sensational advertising which they had evidently aimed to obtain through the publication of their misdeeds. On this subject

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a communication was received from the National Association of Automobile Manufacturers, reading as follows:

Gentlemen:—We hereby record our protest against the performance of certain contestants regularly entered and started in your recent 100-mile endurance contest. We refer to those parties, who, with full knowledge of your rules and the State laws, deliberately and defiantly broke the State laws and the most important rules of the contest, with the evident intention of using your endurance contest as a means of advertising themselves and making the real winners of your contest appear ridiculous in the daily public press records of your contest.

We think that your club should take prompt and vigorous action to place the winners of your contest in a proper light, and also to penalize in every way possible those who deliberately did all in their power to disregard your most essential rules, and thereby interfere as far as possible with the proper conduct and good results of your contest.

Unless the winners of your endurance contests can feel perfect confidence of securing the credit usually given to winners of contests in the public reports of the events, your endurance contests are likely to lose their deserved popularity.

So far as our members are concerned, they do not feel inclined to enter any further endurance contests where any contestants or outsiders are allowed to run over the course among the legitimate competitors while deliberately disregarding the fundamental rules of the contest.

It is our opinion that any and all such parties should be forcibly prevented from running very far over the course during the contest, by arrest or such other means as will prove sufficient.

In your future endurance contests it would seem essential to the interests of the legitimate competitors that you should have such control over the course or parts thereof as to enable you to forcibly prevent notoriety seekers from intentionally damaging the value of your awards, as was done last Saturday.

It seems evident that mere disqualification is an entirely insufficient method of disciplining such parties, who are glad to be disqualified for the advertising effect produced thereby. To arrest them after they have finished may be helpful, but if such parties realize that they cannot possibly run far over the course without being forcibly stopped, they will immediately cease from using for such illegitimate advertising purposes your otherwise very valuable endurance contests.

Yours respectfully,

HARRY UNWIN, Assistant Secretary.

In conformity with the desires of the club, no distinction is made in the following abbreviated records of the vehicles between those who were disqualified for excessive speed and those who simply dropped out of the contest for other causes. Obviously, it also becomes impossible to go into details giving reasons for the stops of those vehicles which failed to finish the course, as such an account would render it easy to single out the notoriety-seekers who went through at illegal speed, but without having any stops or troubles with their vehicles. A vast amount of useful material has thus been rendered unavailable through the discourtesy of those who endeavored to demonstrate well-known speed qualities under shelter of the club's arrangements and prestige.

The instructive material has through this combination of circumstances been reduced to the observations of involuntary stops by those vehicles which had only few stops and became eligible for red, yellow or white ribbons or commendatory mention. Time has been insufficient for entering into these details in this issue, but the records of these stops and their causes will be presented next week.

ABBREVIATED OFFICIAL RECORD

1. Prescott, steam, covered course in 425 m. 30 sec., with one stop of 30 seconds' duration. Climbed Roslyn hill in 1 m. 59 sec. Obtained 99 per cent., meaning a red ribbon award.

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2. Prescott, steam, 501 m. 53 sec.; 5 stops, aggregating 84 minutes; hill 2 m. 40 sec. Per cent., 83. Award, H. C.
3. Darracq, gasoline; disqualified.
4. Darracq, gasoline; disqualified.
5. International Motor Car Co., "Toledo" steam carriage; covered course slightly ahead of time; hill 11 m. 46 sec.; no stop. Per cent., 100. Blue ribbon.
6. International, same as above; time 430 m. 30 sec.; hill 2 m. 10 sec. Per cent., 100. Blue ribbon.
7. Panhard-Levassor. No record.
8. George N. Pierce Company, gasoline, 428 m. 19 sec.; hill 6 m. 42 sec.; no stop. Per cent., 100. Blue ribbon.
9. Haynes-Apperson, gasoline; disqualified.
10. International, "Toledo" steam; disqualified.
11. Peerless, gasoline, 400 m. 9 sec.; hill 4 m. 4 sec.; 1 stop of 35 sec. Per cent., 99. Red ribbon.
12. No start.
13. Panhard-Levassor, gasoline, 415 m. 5 sec.; hill 7 m. 22 sec.; no stop. Per cent., 100. Blue ribbon.
14. Lane Motor Veh. Co., steam; disqualified.
15. Lane Motor Veh. Co., steam, 428 m. 40 sec.; hill 2 m. 34 sec.; no stop. Per cent., 100. Blue ribbon.
16. Knox Auto. Co., gasoline; disqualified.
17. Locomobile, steam; disqualified.
18. Gasmobile, gasoline, 432 m. 1 sec.; hill 3 m. 42 sec.; 5 stops, aggregating 21 m. 53 sec. Per cent., 95. Yellow ribbon.
19. No start.
20. No start.
21. Gasmobile, gasoline, 427 m. 20 sec.; hill 6 m. 46 sec.; 4 stops, aggregating 77 minutes. Per cent., 84. Award, H. C. This was the identical vehicle which finished first and without stops in last year's contest.
22. De Dion-Bouton; disqualified.
23. Panhard-Levassor, gasoline, 407 m. 4 sec.; hill 2 m. 8 sec.; 1 stop, 10 minutes. Per cent., 98. Red ribbon.
24. White Sew. Mach. Co., steam, 402 m. 17 sec.; hill 2 m. 6 sec.; no stop. Per cent., 100. Blue ribbon.
25. Same as 24, 401 m.; hill 2 m. 20 sec.; no stop. Per cent., 100. Blue ribbon.
26. Same as 24 and 25, 401 m. 56 sec.; 2 stops. Per cent., 99. Red ribbon.
27. Torbenson Gear, Inc., gasoline, 427 m. 8 sec.; hill 10 m. 42 sec.; 2 stops, aggregating 15 minutes. Per cent., 97. Yellow ribbon.
28. Peerless, gasoline; disqualified.
29. Ohio Autom. Co., "Packard" gasoline, slightly ahead of time; hill 2 m. 6 sec.; no stop. Per cent., 100. Blue ribbon.
30. Same as 29, 411 m. 45 sec.; hill 2 m. 3 sec.; no stop. Per cent., 100. Blue ribbon.
31. Panhard-Levassor; disqualified.
32. No start.

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33. Century Motor Veh. Co., steam, 427 m. 39 sec.; hill 2 m. 7 sec.; no stop. Per cent., 100. Blue ribbon.
34. No start.
35. Peerless, gasolene, 425 m.; 2 stops of 11 m. Per cent., 97. Yellow ribbon.
36. Autocar, gasolene; disqualified.
37. Autocar, gasolene; no start.
38. Elmore Mfg. Co., gasolene, 412 m.; no stop. Per cent., 100. Blue ribbon.
39. Oldsmobile, gasolene; disqualified.
40. Ward-Leonard, gasolene; disqualified.
41. Same as 40, 401 m.; no stop. Per cent., 100. Blue ribbon.
42. Same as 40 and 41, 447 m.; no stop. Per cent., 100. Blue ribbon.
43. Same as 40, 41, and 42, 419 m.; 2 stops of 13 m. 30 sec. Per cent., 97. Yellow ribbon.
44. No start.
45. Haynes-Apperson, gasolene, 407 m.; no stop. Per cent., 100. Blue ribbon.
46. Haynes-Apperson, gasolene, 431 m.; no stop. Per cent., 100. Blue ribbon.
47. Autocar, gasolene, 412 m.; no stop. Per cent., 100. Blue ribbon.
- Hill test, 2 m. 30 sec., winning cup in Class C.
48. No start.
49. U. S. Long Distance, gasolene; disqualified.
50. No start.
51. No start.
52. Locomobile, steam; disqualified.
53. Locomobile, steam, 427 m.; 3 stops of 16 m. Per cent., 96. Yellow ribbon.
- Hill climbing, 1 m. 42 sec., winning the hill-climbing contest in Class A.
54. Grout Bros., steam, 543 m.; 9 stops of 63 m. 30 sec. Per cent., 87. Award, V. H. C.
55. Darracq, gasolene; disqualified.
56. Winton Motor Carriage Co., gasolene, 15 hp., slightly ahead of time; no stop. Per cent., 100. Blue ribbon. Hill, 1 m. 42 sec., winning hill test in Class D.
57. Winton Motor Carriage Co., gasolene, 8 hp., slightly ahead of time; hill 2 m. 59 sec.; no stop. Per cent., 100. Blue ribbon.
58. No start.
59. Automotor, gasolene; disqualified.
60. Peugeot, gasolene, 400 m. 30 sec.; no stop. Per cent., 100. Blue ribbon.
61. No start.
62. U. S. Long Distance, gasolene; disqualified.
63. Haynes-Apperson, gasolene, 480 m.; 4 stops of 31 m. 30 sec. Per cent., 93. White ribbon.
64. Long Island Motor Co.; disqualified.
65. Fournier-Searchmont, gasolene; disqualified.
66. Serpollet, steam; disqualified.

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67. No start.
68. Wheel Within Wheel, gasolene, slightly ahead of time; 3 stops of 8 m. 10 sec. Per cent., 98. Red ribbon. Hill 4 m. 14 sec.
69. Fournier-Searchmont, gasolene; disqualified.
70. U. S. Long Distance, gasolene; time ———; 5 stops of 40 m. 30 sec. Per cent., 91. White ribbon.
71. U. S. L. D., same as 70; disqualified.
72. Oldsmobile, gasolene, 418 m.; no stop. Per cent., 100. Blue ribbon.
73. Oldsmobile, same as 72; disqualified.
74. Rochet-Schneider, gasolene, 411 m.; took wrong course, but returned and started over; no stop. Per cent., 100. Blue ribbon. Hill-climbing contest, 1 m. 19 sec., winning the club cup in Class E, and a special cup offered by C. J. Field.
75. Panhard-Levassor, gasolene; disqualified.
76. Friedman Auto. Co., gasolene; disqualified.
77. U. S. Long Distance, gasolene; disqualified.
78. No start.
79. Gasmobile, gasolene, 443 m. 30 sec.; hill 3 m. 5 sec.; 5 stops of 17 min. Per cent., 86. Award, V. H. C.
80. Fournier-Searchmont, gasolene; disqualified.
81. No start.
82. Renault, gasolene; disqualified.
-



ELWOOD HAYNES IN ONE OF THE HAYNES-APPERSON BLUE RIBBON WINNERS.

Development of Steering Wheel Suspension

AUTOMOBILE constructors have been confronted by so many intricate problems and propositions that few of them have paid particular attention to that tendency towards standardization which has been indicated in the development of steering wheel suspension during the last few years. Makers of two or three years' experience will recall the variety of types of individual wheel pivoting formerly used. Many of these forms were cast, or built up from separate machine parts, each maker having his individual design, or, at least, varying his dimensions greatly from those adopted by others. About two years ago it began to appear that the various forms of suspension were segregating towards two distinct types. One of these, viewed from the front, was essentially an "L," with one arm carried in a long vertical bearing at the end of the axle, and the other bent outwardly from below and supporting the wheel. The other form, looked upon in plan, was substantially a horizontal "L," the arm supporting the wheel virtually projecting in the axis of the main axle, while the other arm projected horizontally at slightly varying angles approximating a right angle. In the latter type a vertical pivot or pintle at about the junction of the two arms supported a two-armed bracket, attached to, or formed upon the end of the axle proper. Parts makers were quick to perceive that in the latter construction the end was the only relatively complicated part of the axle proper, and, following the initiative of some of the larger makers, made dies for forging these ends, which, as vehicle makers have found, can easily be attached to a plain axle bar. The casting makers have also appreciated this.

The first of the types referred to has generally been spoken of as the "French" design, inasmuch as up to three years ago it was used on practically all of the French vehicles. The second has been known as the Elliott steering equipment, having originated with one Elliott, to whom much credit is due for having greatly simplified that form of individual pivoted wheel suspension. Through the drop-forger's art this form has been practically standardized, and many makers who were thought to have permanently adopted the French device are taking up the Elliott equipment. From the engineering standpoint this would seem to be a move in the right direction, as undoubtedly the most reliable construction can be gotten in the horizontal "L" type with its strong one-piece two-armed bracket, the individual designer at the same time having considerable latitude as to detailed dimensions.

In connection with this subject it may be noted that the type of suspension which in a very crude form was the earliest of all is still used to a very limited extent, namely the internally pivoted hub. This has been materially improved of late, but as used by different makers it varies somewhat in form, no indications of standardization being apparent.



Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

E. E. SCHWARZKOPF, *Editor.*

MARIUS C. KRARUP, *Associate Editor.*

VOL. 4 No. 3

NEW YORK, MAY 3, 1902

PRICE TEN CENTS

AUTOMOBILE TOPICS is published weekly by Automobile Topics, No. 29 West 42d Street, New York. Subscription price, \$4.00 a year in the United States and Canada, or in foreign countries within the Postal Union, \$6.00 (gold) in advance. Advertising rates may be had on application.
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LESSONS TAUGHT ON LONG ISLAND

WHAT verdict should be pronounced in regard to the Long Island 100-mile endurance contest which was held last Saturday will not be entirely clear until the results shall have been before the public for some time. At this writing, Wednesday, not even those appointed as judges of the contest have received any official information in regard to the performances of the vehicles, or have had any opportunity to examine the records of the event. This refers to those judges who are not members of the Long Island Automobile Club, and perhaps to some who are.

The occasion was one singularly favored for becoming a complete success and going down in automobile history as the first event organized by a club in 1902, from which the public might derive confidence in automobilism and the automobile industry confidence in the clubs. The list of entries was large and representative, the weather was propitious, the roads in their best condition. Observers were assigned to all competing vehicles. A number of new constructions were tried here publicly for the first time. The press was eager to give much publicity to the event. The course was well mapped out and described. The controls were numerous and sufficiently manned.

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Still, the results were not everything that had been expected, and it may be well to say in advance that this perhaps was largely due to the fact that the Long Island Automobile Club is such a democratic organization that not one of its functionaries can give more than his spare time, even for one week, to the perfection of details of arrangements. Under these conditions "circumstances"—that large, uncertain factor—proved stronger than good intentions in some respects.

As the matter stands, the lessons of the event may be summarized about as follows:

The rules and conditions of a contest should be explicitly stated, should be signed by contestants, and should be enforced by a national organization with power to disqualify offenders for any or all subsequent contests held by the same or other clubs. Probably the rules and conditions should also be submitted to and receive the approval of such a national organization—in this case the American Automobile Association—before adoption and publication by the individual club.

Artificial limitation of speed should conform with the existing legal speed restrictions in about this manner: If the legal speed limit is 20 miles per hour, a speed of, say, 18 miles per hour should be pronounced normal, above which no credit should be given, but disqualification should not follow unless the legal speed limit were exceeded. This would give a much-needed leeway for *bona fide* errors in judging speed on the part of drivers and timers.

Neutralized districts where lower legal speed limits obtain, should be clearly marked, and transit through such districts should be timed. In order to enlist as much public interest in the events as possible, it might be advisable to secure the volunteer service of cyclists—as done in France—to pilot the vehicles through such districts at a measured pace.

In a non-stop contest it should be permissible to stop vehicles at all controls for the purpose of asking for information, provided driver and observer both keep their seats and give no attention whatever to their vehicles. Such stops should be reckoned in the running time, but not penalized.

Contests should be judged by the appointed judges immediately after the contest is concluded and solely on the basis of the annotations made on cards by observers, timers, dispensers of fuel and such other officials as may have been appointed under the rules for similar work. Judges should be notified in writing of their duties and should signify their willingness to comply with them. Alternate judges should also be appointed. Considering that clubs are not organizations for profit, it would seem unnecessary to appoint members of the press among the judges as a guarantee of impartiality, the public being presumably perfectly willing to rely on the club in this respect.

A reasonable time allowance should be made for bringing all cards together in one place before the work of the judges should commence. Their decisions should be rendered after one session held in continuity, and should be given to the press immediately, so as to secure the greatest possible publicity while the contest is still a matter of fresh news.

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Protests should be announced immediately after conclusion of the contest, and should be considered and acted upon at the first and only session of the judges and referee. Possibly they should be placed directly before the referee and by him before the judges.

Drivers should be requested to set their watches at the start at a certain specified hour, the same for all and irrespective of the actual time, and cards should be handed them giving the exact time for arrival at all controls along the route, under the supposition that starts were made at the specified hour referred to. The card should give the time according to the credit limit of speed and also according to the legal limit in two parallel columns. The observers should have the actual time. This system was followed by one of the contestants in the Long Island event, and proved very practicable, the driver having calculated the proper time of arrival at the various points in advance for his own guidance.

Contests should be made enjoyable festivals, with music and pageants for the public at large, and followed by banquets for participants, where each would meet everybody else. The odious exclusiveness which is likely to attach to an automobile event in the eyes of the general public, unless the occasion is made one of lively spectacular interest to them also, would be toned down, and the social spirit at a banquet after the contest—possibly intervening between its conclusion and the session of the judges—would contribute to the removal of points of dispute, would throw trade rivalries into the background and would attract entries by individual owners of automobiles as much as those by manufacturers.

As trips of 100 to 150 miles in a day have become very common occurrences among automobilists, endurance contests should preferably cover a greater distance, say, 300 miles, and should extend over two days, with provisions for keeping the automobiles guarded over night without any other attention than such as may be given within 15 minutes or a similar short period.

A QUESTION TO EXPERIMENTERS

WHO among our readers can supply us with information in regard to the varying quantities of water liberated by the explosion of a hydrocarbon gas mixture under varying conditions of throttling, and the effect of the liberated water to increase, decrease or modify the power of subsequent explosions? The question is asked with especial reference to the advisability of employing the exhaust gases instead of atmospheric air for diluting the explosive mixture under throttling, the supposition being that the exhaust gas will precipitate less moisture than air which contains oxygen while possibly also retarding flame propagation. Answers are especially solicited from those familiar with laboratory experiments with motors in which the intake valve is mechanically operated and motors in which a brake effect is obtained by blocking the exhaust. The effects upon ignition under the varying conditions referred to are also included in the query. We believe information on this subject is at present of vital interest to the automobile industry.

Clubs and Associations

AN automobile barn which the governors of the New York Athletic Club have decided to erect at its Summer resort on Travers Island for the accommodation of the numerous automobilists among its members, is to be built on a new plan which affords a maximum of convenience and capacity in a minimum of space. Many doors of entrance will be arranged on one side of the building, each with a corresponding exit on the opposite side, so that an automobile may be taken in, inspected, groomed, or even repaired, and again taken out without turning it around or interfering with other automobiles in the building. This plan is, of course, not adaptable to storage stations in cities, because these are usually hemmed in between other structures.

Automobile owners in Baltimore and vicinity are rejoicing over the successful termination of the efforts of a committee appointed by the Automobile Club of Maryland, to secure admission into the public parks of the Monumental City. Prior to the summer of 1899 the few chauffeurs drove through Druid Hill Park to the outlying districts without let or hindrance, but suddenly the Park Board made it unlawful for any machine except those propelled by electricity to enter within the gates of the parks. After many futile efforts to secure admission, it was decided to introduce a bill in the Maryland legislature, taking the power to exclude automobiles, whether propelled by steam or any other motive power, out of the hands of the park board. This resulted in the enactment of a law leaving the park board no other authority than that of regulating the speed of vehicles in parks and within one mile of same, six miles per hour being moreover the minimum speed limit which they were authorized to impose. The committee consisted of Messrs. William Keyser, Jr., president of the Auto Club of Maryland, and Richard J. Leupold, Consul of Chili.

The Automobile Club of Columbus, O., is seriously thinking of erecting a club house on a choice secluded spot 10 to 25 miles from their city. Among those who own automobiles in Columbus are the following: Dr. T. K. Wissinger, Dr. Charles Hamilton, S. P. Bush, Frank Wells. Campbell Chittenden, J. D. Campbell, John Kauffman Carter Monsarratt, Barney Goodspeed, D. Stafford, F. O. Schoedinger, Carle Hoster, E. C. Morton, Villiers Stuart, Perry Okey, C. E. Born, McAllister, Mohler & Co., Schoedinger, Fearn & Co., C. E. Born, Oscar Lear, Carl, Theodore and Frank Lindenberg, Dr. E. W. Schueller, Dr. E. F. Wilson, William Frisbie, F. E. Avery, W. B. Newhall, H. M. and William Neil, C. O. Frankenberg, J. F. Runkles, J. C. Sherwood, T. Young, C. H. Hern, Dr. Rogers, C. W. Gabe.

Eight automobile owners in Muncie, Ind., headed by Jesse A. Stephens, are contemplating to form a local club and possibly a federation of small clubs, each located in one of the towns within the gas belt of Indiana.

Impressions from Nice

IN Europe it is no more the well-known automobile constructions of the Panhard-Levassor, Mors, De Dion, Napier or regular Daimler vehicles which challenge admiration. The laurels won for these types of vehicles in the races of the past, as late as the Paris-Berlin race of 1901, are already wilted and trodden in the dust. Now the attention of all is focused upon the 1902 Mercedes, the Mercedes Lohner with electric transmission, the Champrobot also with electric transmission, the Turcat-Méry made in Marseilles largely in imitation of the Mercedes, the Serpollet flash boiler car with its new self-starter improvement, and the hydraulic transmission cars which are looming up, as yet in the background.

This change in sentiment which has been clearly perceived for some time is well reflected by a correspondent to *The Autocar* writing from Nice during the festival week. A few extracts of this correspondence will prove of interest.

"It is to the Cannstatt works that we have to look at the moment for the most remarkable advance in autocar engineering," writes this observer. "During the past three years the Mercedes car has been improved to such an extent that nothing but admiration can be felt for the splendid new vehicles which made their first appearance in view of the Abbazia race. The first thing that strikes one is their wonderfully quiet running. When the vehicle is standing, a rapid rhythmical beat is only just audible, scarcely more than a low hum, and there is absolutely no vibration. It is generally supposed that the motor is then turning at not more than 150 revolutions a minute, but Herr Daimler assured us that it was still running at 500 revolutions, and one explanation of this quietness is the method of synchronising, as it were, the exhaust with the admission, both of which are operated mechanically, and in this way, at whatever rate the motor may be running, the exhaust is always rapidly cleared at the precise moment the charge is being drawn in. On some of the cars magneto ignition is employed, and on others a small dynamo is fitted, similar to the well-known form of American 'self-sparker,' and with both systems great facility has been obtained in retarding and advancing ignition. The petrol is carried in a cylindrical tank under the back of the car, and being at a lower level than the motor, the spirit is brought to the carburetter under pressure. [This pressure is produced by means of the exhaust.--Ed.] The underframe is built of channel section steel tapering away in front with a long extension, so that the front axle is brought forward underneath the end of the frame. The wheelbase is exactly eight feet. All the moving parts run on ball bearings in oil, and the vehicle can be pushed forward with only a slight effort. Every part is made of the best material, the steel for the underframe being supplied by Krupp, of Essen, and the wheels and springs are made by leading French firms. It is difficult to imagine how elasticity of engine power and economy of effort can be brought to a higher stage of development in an autocar, but it is nevertheless certain that finality has not yet been reached, and we may now confidently look to the time when the petrol car will become as quiet and docile as the electric vehicle.

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"Leon Serpollet was terribly disappointed over the prohibition of the Nice-Abbazia race. He had specially prepared eight vehicles for this event—three of 12 hp. and five of 6 hp.—and he says that he had counted very much on the race to show the regularity of his cars. He apparently did not expect to beat the big petrol cars in point of speed, but he certainly hoped to run more regularly, and was confident of being able to show up well at the finish. His cars were fitted with a tubular condenser in front with thin metallic gills of the usual type, and M. Serpollet stated that he could run 370 miles without taking in water, which would have allowed of his covering each stage in the race without stopping. For the short events, such as the La Turbie climb and the mile competition, the condenser was suppressed, and the exhaust was allowed to escape freely. The cars were fitted with the new self-starter. Mr. Serpollet, however, had a novel form of racing body in the shape of a shoe which, while serving as an admirable wind-cutter, afforded plenty of protection to the driver.

"One of the novelties at Nice was the light carriage of Turcat-Méry, of Marseilles. The firm have for years been engaged in the construction of auto-cars, but they have recently struck out in a new line, and are building vehicles in which they have sought to combine the advantages of the Mercedes and Panhard mechanisms at the same time that they strive after the greatest possible simplicity. The three cars they sent to Nice for the Abbazia race are really splendid vehicles. They have a very close resemblance to the Mercedes, with the same form of body and the same tubular tank. The four cylinders are in line, and the carburetter, with regulator, is of the Mercedes type.

"A great deal of curiosity had been manifested in the new mixed type of vehicle which was being constructed for the Nice meeting by Messrs. Lohner and Porsche, of Vienna. Prince Lubecki was looking after the interests of these cars, one of which was owned by Mr. Lorraine Barrow, of Biarritz, and the other was driven by Herr Porsche. Its proper designation is a Mercedes-Lohner, and it is, in fact, merely a 28 hp. Mercedes car with electrical transmission. On the clutchshaft is a dynamo, which only runs when the petrol motor is put in gear, and the electrical energy thus developed is conveyed directly to the motors on the front wheels. Resistances are interposed between the dynamo and the motors to get fifteen different speeds. There was no battery in the cars at Nice, but we believe that in some of the vehicles a small battery is used to start the petrol motor, though apparently this was suppressed in the racing cars for the sake of weight. There is no doubt that the car is extremely quiet, and runs with every possible variation of speed without gearing of any kind.

"M. Jenatzy went to Nice with a new racing car fitted with the huge engine which he had on his petrol-electric vehicle. The motor is rated at 40 hp., but it is believed to develop fifty per cent. more. The four cylinders are very high and big, and look powerful enough to propel the car at fantastical speeds. The transmission is by shaft to the differential on the rear axle."

The Chicago Automobile Club has decided to hold a no-stop reliability contest from Chicago to Waukegan and return on July 6. A road race from Chicago to Joliet is planned for the Fall.

Manufacturers' Joint Action

AT a meeting of the executive committee of the National Association of Automobile Manufacturers, held last Monday, a formal protest was drafted against any recognition in the awards for the Long Island endurance contest for those contestants who violated the speed rules fixed by the Long Island Automobile Club, and a request that those who did so wilfully be punished in some way, was determined upon and forwarded to the Long Island Automobile Club.

At the same meeting two other subjects of general interest came under discussion. It was considered desirable that the guarantees given to buyers of automobiles by manufacturers should be made uniform in wording and import, and the secretary was instructed to prepare a guarantee clause which would be acceptable to all. It was also decided that uniformity would be desirable in regard to limiting the time for free instruction to purchasers.

Trade Notes and News

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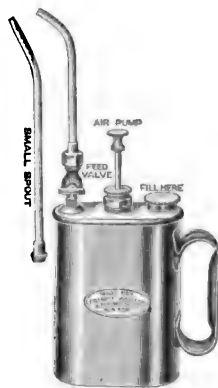
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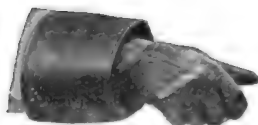


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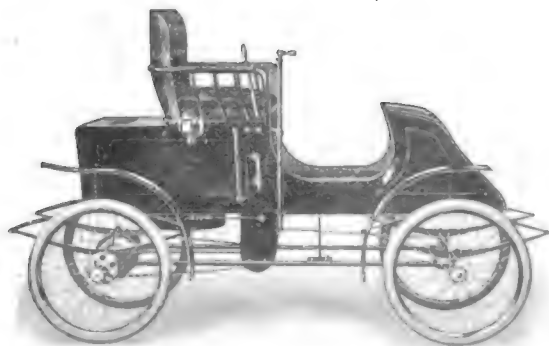
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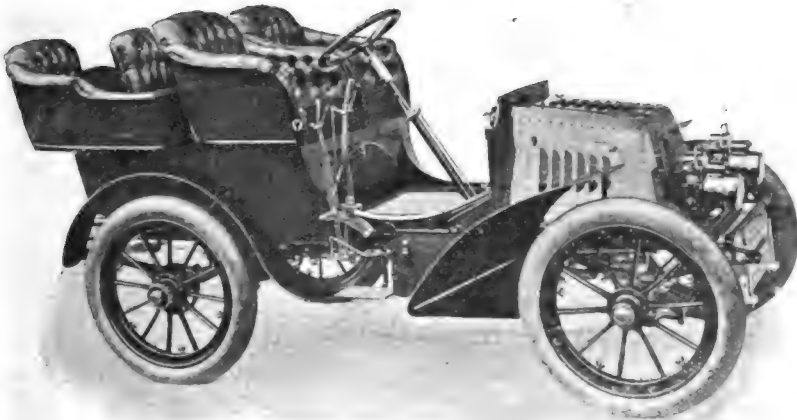
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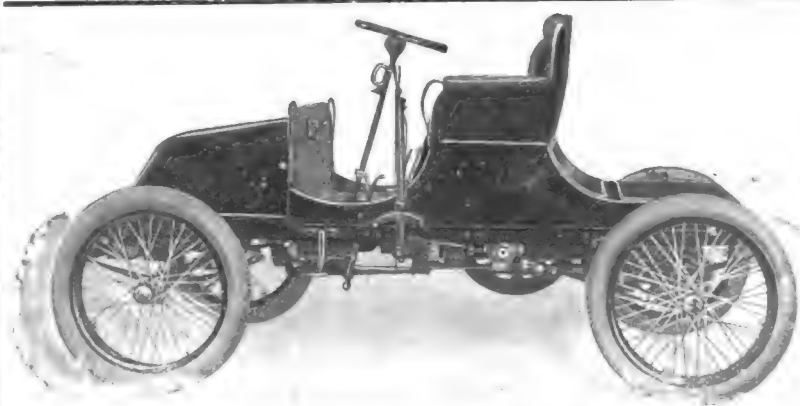
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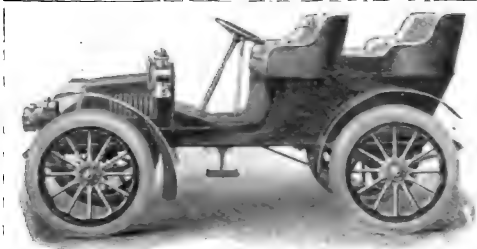
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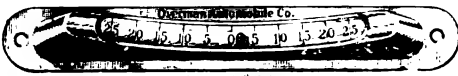


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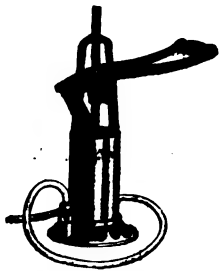
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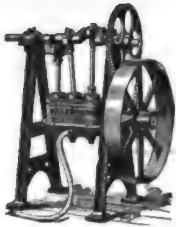
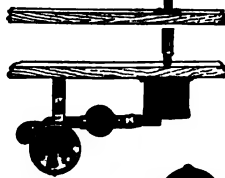
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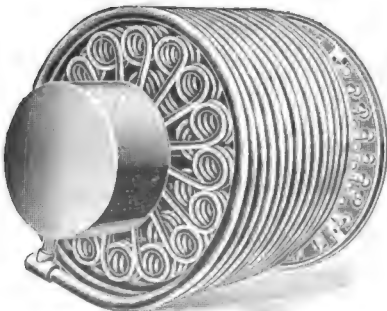
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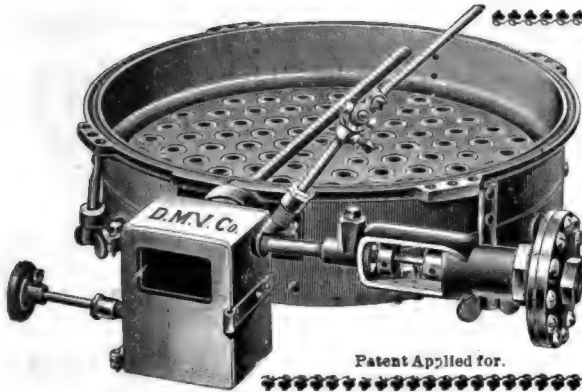
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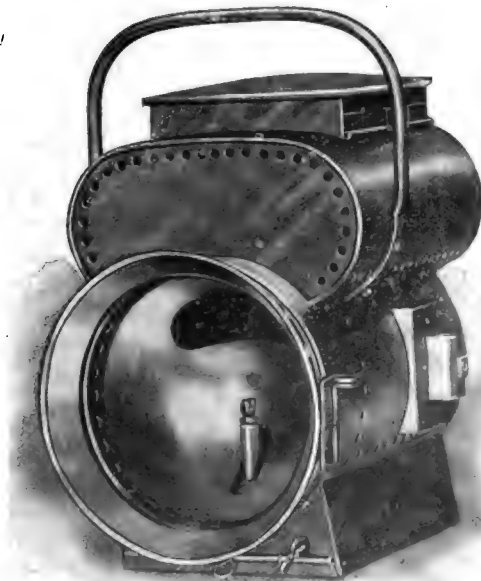
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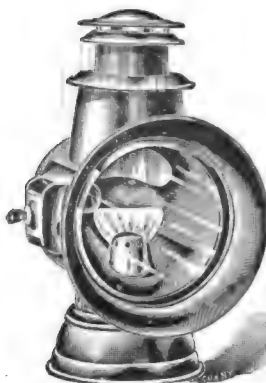
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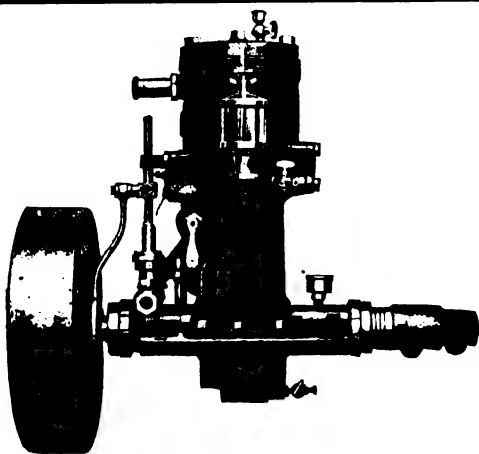
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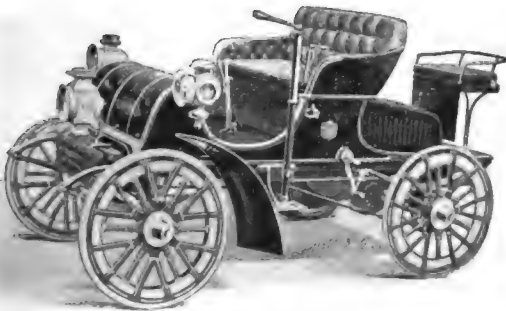
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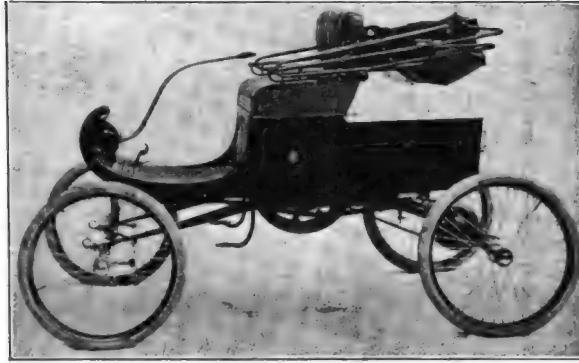
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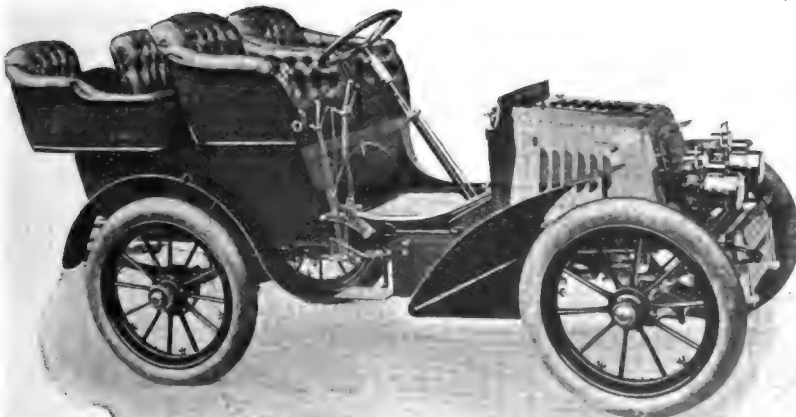
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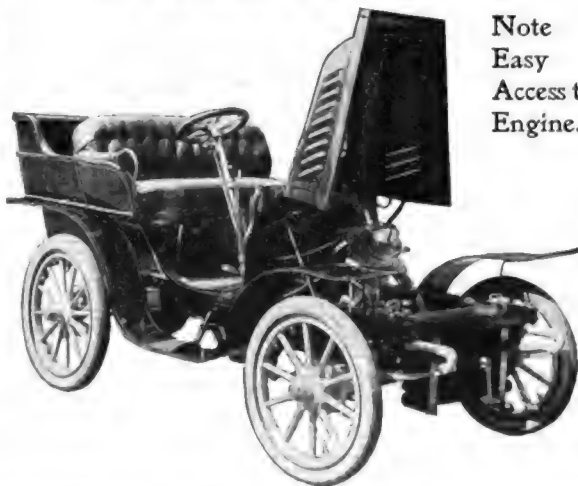
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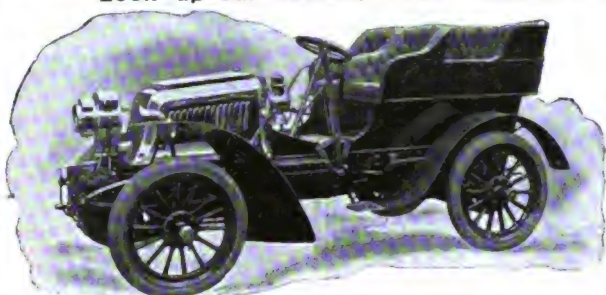
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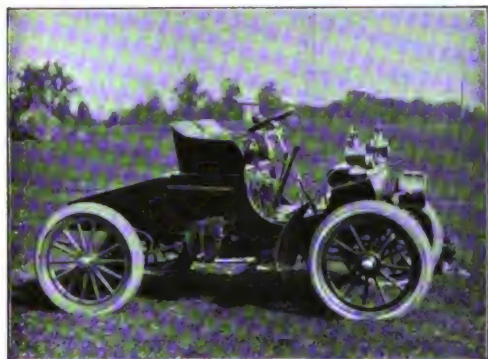
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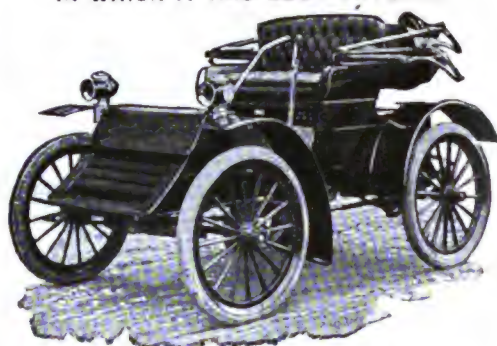
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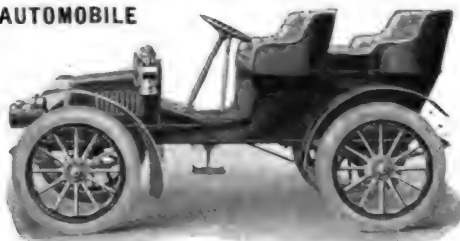
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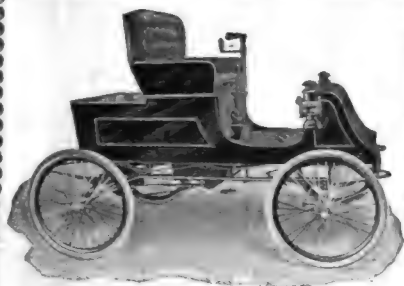


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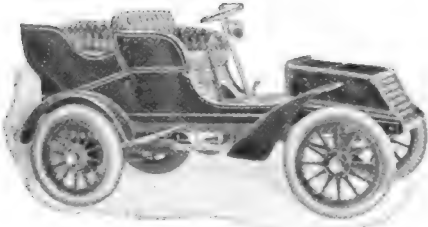
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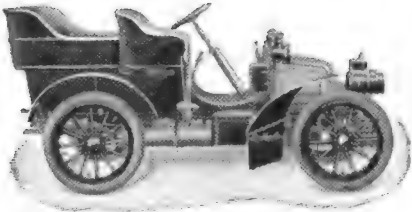
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The extraordinary work of the Fournier-Searchmont cars is a matter of favorable comment among automobilists in general. It was the first American machine to arrive without having made a stop of any kind. The second Searchmont to arrive was delayed half an hour on account of a disabled tire.—*New York Mail and Express.*

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Probably the most surprising event of the whole journey was the notable performances of the Fournier-Searchmont cars, that were the first American machines to finish, and naturally they are credited with having made faster time than any American machine in the run. R. A. Green's machine was fifth at the finish in 5 hours 21 minutes 30 seconds. It was followed four minutes later by E. D. Gallaher in a Fournier-Searchmont.—*Philadelphia Ledger.*

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Illustrated

VOL. IV.

MAY 10, 1902.

NO. 4

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AUTOMOBILE TOPICS FOR SALE ON ALL NEWS STANDS

Agency for Foreign Subscriptions:

INTERNATIONAL NEWS COMPANY

Breams Buildings, Chancery Lane, London, E. C.

Stephan Strasse, No. 18, Leipzig.

PRICE, 10 CENTS A NUMBER; \$4.00 A YEAR.

FOREIGN SUBSCRIPTION, \$6.00 (GOLD) POSTPAID.

SUBSCRIPTION BLANK.

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FROM A. C. A's PUBLIC STOPPING TESTS IN NEW YORK.
Team and Victoria Stopped in 17 feet 7 $\frac{3}{4}$ inches at speed of 9 Miles per Hour.

Automobile Topics

Illustrated.

VOL. IV.

MAY 10, 1902.

No. 4

An Unexpected Demonstration

ACCORDING to a program arranged between the park authorities, the board of aldermen of New York and the governors of the Automobile Club of America, the Riverside Drive in New York was on Thursday last week the scene of a series of brake and stopping tests intended to demonstrate how readily automobiles may be stopped at various rates of speed, and how they compare with horsedrawn vehicles in this respect. The demonstration was highly interesting, and was witnessed by a crowd which increased rapidly during the progress of the trials. Perhaps it did not prove exactly what it had been expected that it would prove, but it seemed to have the desired effect on the visiting aldermen, namely to dispose them favorably toward raising the legal speed limit in New York from eight miles per hour to ten miles, or higher.

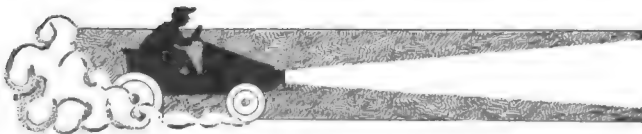
This was the main object on the part of the A. C. A., which had organized the event, and it does not now matter whether the favorable reasoning of the local lawmakers was superinduced by exactly the same ideas which had been entertained by the club governors. The fact remains that the ocular demonstration did it, and that this demonstration was arranged by the club.

As may be gathered from the details of the following report, the principal inference which could be made from the tests was identical with one which the populace had intuitively drawn beforehand, to the effect that it is much safer to dodge than to stand still and let the driver, of either machine or beast, try to stop by brake, reverse or rein-pulling. At slow speed, about 8 miles per hour, the machine can be stopped in shorter time than horses, but this of course cannot have any bearing on increasing the speed limit, as it was also shown that the difficulty of stopping short increased very rapidly with increasing speed, for both

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machines and horses, and that the space required for checking them when going at 16 to 20 miles far exceeded the space usually available when there is any question of preventing accidents. Given a leeway of 100 feet between himself and the threatened object, when danger is discovered, the guiding spirit of a vehicle, whether chauffeur or teamster, will naturally adopt dodging tactics rather than braking, as they are much easier carried out, and the threatened object will do the same unless rooted to the ground in terror. Fortunately the trials also showed that the space required for stopping depended at least as much on the skill of the driver as on the mechanism of the machine or the disposition of the horses, and furthermore the trials gave an opportunity for aldermen and club members, as well as park commissioners and other interested spectators, to view horse-drawn vehicles traveling at measured rates of speed, and what they saw seems to have convinced them that their preconceived notions in regard to the gait usually adopted for conveyances of all kinds in New York, were radically at fault, and that everything on wheels in reality has been traveling well above the 10-mile limit. This was an observation easily made by comparing their mental images drawn from everyday traffic in the streets with the fresh impressions of carriages going at a speed which the timing apparatus told them was 16 miles per hour or more. It was also conclusively shown that the drivers were no better able to judge of their speed than the onlookers, and by this showing a severe blow was dealt to all attempts at enforcing regulations which depend on a policeman's judgment in regard to speed for their proper and just enforcement. Altogether the trials served to show that definite speed limits expressed in figures form a highly impracticable working basis for traffic regulation, and through this demonstration the test may prove greatly beneficial on one hand, by making it plain that full liberty might just as well be allowed automobilists as well as drivers of horses, and on the other hand by calling attention to the necessity of finding new means for safeguarding the public against those who are criminally reckless.

It was a happy idea of the A. C. A. to bring horsedrawn vehicles in direct competition with automobiles under the eyes of the lawmakers. Undoubtedly the idea was born of full confidence in the ability of the chauffeurs to show the superiority of brakes over reins. This superiority, though demonstrated to some extent, became the least interesting feature of the trials before these had been completed, and vanished into insignificance in comparison with the demonstration that it is futile to seek security against fast-moving vehicles of any kind in the ability of the drivers to check them. The mere fact that nearly all classes of vehicles in New York habitually move so fast that security must be sought by other means, exempts automobiles from special restrictions and opens the way to a rational reconsideration of the whole subject.





ASSEMBLING FOR THE TESTS ON RIVERSIDE DRIVE.

A. C. A.'s Official Stopping Tests

MAY 1, which from time immemorial has been the date for Spring festivals, where country lads display their prowess to the village beauties, and especially their mastery of the horse, was selected by the committee of the Automobile Club of America for showing the law committee of New York's city fathers how readily automobiles may be mastered and brought to a standstill, though going beyond the present legal limit of speed as fixed for cities in the State of New York, viz., eight miles per hour.

The occasion was the first of its kind in this country, but somewhat similar to trials which have been held by the Automobile Club of Great Britain and Ireland in order to instruct the public at large and the ultra-conservative town supervisors in the British Isles in particular. By including the performances of a horse-drawn victoria, a four-in-hand drag, and three bicycles in the demonstration, the spice of variety was added, and means were supplied for a highly instructive comparison.

To insure accuracy a Mors electric timing apparatus was called into requisition, and lines of chalk were drawn across the road five feet apart, while signal

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corps men with flags were employed to mark beginning and finish of the checking efforts of drivers and operators.

The results of the test are given in the following list, in which are indicated the makers of the various automobiles, the operators or drivers, the speed reached when stop signal was given in each trial, and the distance covered between stop signal and completion of the stop.

Oldsmobile (R. M. Owen), 8.7 miles, 8 feet 9 inches; 14.4 miles, 21 feet 7 inches; 20 miles, 60 feet 6 inches; 20 miles, 58 feet 6 inches.

Pierce (C. J. Wridgway), 15.6 miles, 33 feet 8½ inches.

White (M. R. Hughes), 7.5 miles, 6 feet 9½ inches; 15 miles, 31 feet; 21.1 miles, 75 feet 2 inches.

Locomobile (J. M. Page), 7.8 miles, 5 feet 9 inches; 16.3 miles, 30 feet 9 inches; 22.5 miles, 51 feet 5 inches; 32.5 miles, 139 feet.

Autocar (W. J. Brooke), 8 miles, 9 feet 10 inches; 14.4 miles, 31 feet 8 inches; 20 miles, 69 feet 3 inches.

Waverley (J. R. Kirkpatrick), 8.7 miles, 4 feet 4½ inches; 13.8 miles, 21 feet 5 inches.

Toledo (V. J. Vashon), 7.6 miles, 4 feet 9½ inches; 16.3 miles, 34 feet; 20 miles, 45 feet 8 inches; 27.6 miles, 122 feet 1 inch.

Panhard (J. D. Proctor Smith), 6.9 miles, 3 feet 10 inches; 16.3 miles, 25 feet 4½ inches; 18.9 miles, 34 feet 6 inches; 25.7 miles, 89 feet 7 inches.

Gasmobile (W. H. Owen), 6.7 miles, 5 feet 3 inches; 15 miles, 22 feet 4½ inches; 20 miles, 34 feet 11½ inches; 27.6 miles, 114 feet 7 inches.

Peugeot (Lafayette Markel), 6.4 miles, 4 feet 2 inches; 15.6 miles, 40 feet 10 inches.

Harry Payne Whitney's four-in-hand (driven by Lawrence Fitzpatrick), 9 miles, 25 feet, 11¼ inches; 16.5 miles, 77 feet 6 inches; 18.9 miles, 90 feet 10 inches.

Riverside Stable's team and victoria, 9 miles, 17 feet 7¾ inches; 13.8 miles, 36 feet 10 inches.

Panhard (A. L. McMurtry), 7.2 miles, 6 feet 8 inches; 13.3 miles, 26 feet 7 inches.

Long Distance (A. F. Camacho), 7.6 miles, 4 feet 9 inches; 15.6 miles, 25 feet 11½ inches; 18.9 miles, 29 feet 2 inches; 21.1 miles, 60 feet 4½ inches.

Friedman (B. M. Young), 6.9 miles, 7 feet; 8.3 miles, 10 feet 2¼ inches; 17.1 miles, 57 feet 9 inches.

Haynes-Apperson (H. S. Chapin), 4.5 miles, 4 feet 6 inches; 16.3 miles, 36 feet 8 inches.

Riker Electric (Dr. S. S. Wheeler), 11.2 miles, 43 feet 5 inches.

Mors (V. A. Stule), 22.5 miles, 75 feet 9 inches; 30 miles, 125 feet 8 inches.

Bicycles—Stephen Reardon, 9.4 miles, 8 feet; F. W. Pierce, 20 miles, 61 feet 6 inches; John S. Law, 27.6 miles, 131 feet 2 inches.

These tests have caused the most widely varying comments from observers and the press of New York, and with a view to an impartial estimate of their value, we can do nothing better than to reproduce some of the opinions expressed.

The Commercial Advertiser complacently summarizes the results in these non-committal words:

"Thirteen vehicles traveling at an average rate of 7.1 miles an hour were stopped in an average of 5 feet 10 inches each. In the 15-miles-an-hour trials 15 vehicles traveling at an average of 14.5 miles an hour required an average of but 29 feet in which to stop. In the 20-mile trials 10 machines were speeded at an average gait of 20.1 miles an hour, and were halted in an average distance of 52 feet 11 inches. Going at full speed, seven vehicles averaged 26.3 miles an hour, yet were stopped in an average of 101 feet 2 inches. In the compilation of this average all the vehicles competing are included."

The World says, with some asperity: "The circus performance of trick automobiles given by the Aldermanic Law Committee was most interesting. Its results bear out the contention that ponderous machines run at full speed in the streets are highly dangerous.

"At eight miles an hour every automobile was stopped within its own length, proving what everyone knows—that at a moderate speed the automobile is easily

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MEASURING THE SPACE COVERED IN STOPPING BY F. T. KIMBALL'S PEUGEOT MACHINE.



THE LOCOMOBILE STOPS IN 139 FEET GOING AT A SPEED OF $32\frac{1}{2}$ MILES.

AUTOMOBILE TOPICS

controlled, and hence can properly be permitted to travel faster than carriages. But at higher speed the distance within which a full stop was made rapidly increased.

"These records were made by skilled and sober drivers. When drivers, reckless, and not always sober—the speed itself is intoxicating even where they have not 'dined too well'—dash along Bedford or Glenmore avenue in Brooklyn, Warburton avenue in Yonkers, or the Boulevard in New York, at a speed precluding a stop within half a block, the danger is obvious and great.

"A 10-mile ordinance, obeyed, would be better than an eight-mile one not



ALDERMEN AND OTHER SPECTATORS AROUND THE MORS TIMING MACHINE.

The start and finish of the course were connected automatically by wire with the timing machine, and this electric connection when broken at either end started or stopped a watch with its face arranged to show miles an hour instead of mere minutes and seconds.

obeyed. But the latter is not obeyed, and the former would not be until a few rich men were sent to jail. Fines have no deterrent effect upon men rich enough to pay \$15,000 each for racing juggernauts, and reckless enough to use them upon the highways."

"From the point of view of the club it was not very successful," the Sun opines facetiously. "This was because a four-in-hand of horses, owned by Harry Payne Whitney, who is also an automobilist, and a member of the club, made a showing in the line of stopping quickly, length considered, that rather made the autoists keep quiet. The horses, driven by Lawrence Fitzpatrick, while going at the rate of 18.9 miles an hour, stopped in 90 feet and 10 inches. Another driver,

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who handled a team owned by a well-known road driver, stopped them in 17 feet 7 $\frac{1}{4}$ inches while going at the rate of nine miles an hour, and stopped them in 36 feet 19 inches while traveling 13 $\frac{3}{8}$ miles an hour. The Payne Whitney four were magnificent, and when they passed the spectators for the first time they won applause. They were then going at nine miles an hour, and they were pulled up and brought to a full stop within 25 feet 11 $\frac{1}{4}$ inches. At 16 $\frac{1}{2}$ miles an hour the same four were reined in at a mark 77 feet and 6 inches from the word 'whoa.' The timing for the occasion was done by an electrical machine. The distance used was one-tenth of a mile. The chief idea in the minds of those who arranged the affairs was to prove to the 'City Fathers' that an automobile should be allowed to run at least 10 miles an hour. What probably was accom-



MR. WHITNEYS DRAG, WITH A. R. SHATTUCK, PRESIDENT OF THE AUTOMOBILE CLUB OF AMERICA, ON THE BOX SEAT BESIDE THE DRIVER.

plished was the fixing of an impression that well-handled horses can be stopped as quickly as an automobile, and of another one that eight miles an hour is a very slow pace for a man who is afoot and wants to catch a car."

The Times mixes much sound judgment into the acrimony which usually characterizes its remarks on automobile subjects. It says:

"The law committee of the Board of Aldermen who are trying to determine from observation and experimental test what rate of speed should be permitted

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for motor vehicles in the city streets, may, without impropriety, be reminded that the tricks which a highly skilled chauffeur can perform with a brake in stopping his machine in what appears to be an extremely short distance are very much more interesting than instructive. What they do not show under any conditions, actual or assumed, is that a high rate of speed may safely be permitted to vehicles of this character in roads used for other purposes. The people who run them are not all skilled chauffeurs. Very many are amateurs, some are reckless, not a few are of convivial habits, whose principal enjoyment in riding is derived from the stops at the road houses, and some are well-meaning but more or less excitable women, who may know what to do with the machines under their own control, but, as in driving, are rendered helpless by unexpected emergencies arising in their surroundings, and are much more likely to come to grief, or bring grief to others, from what they do not do rather than from what they do. * * * Looping the loop on a bicycle has been shown to be possible, but it does not warrant the conclusion that bicycle paths should be built with loops. The people who use the streets for other purposes than as speedways for motor vehicles have absolute rights which chauffeurs, professional or amateur, should be required to respect. Some of us cannot get out of the way as quickly as others, and none of us should be required to feel that safety of life or limb depends upon such perfect control of a swift moving vehicle that we can take the chances of its stopping just short of running us down by the perfect co-ordination of personal vigilance, inerrant judgment, and mechanical perfection."

Lords of the Road

"THE fact is," says a correspondent to *The Autocar*, "that in France the number of automobiles has so increased, and the pace they travel is so rapid, that no one uses the roads if they can avoid it, and all animals have, by a curious instinct, learned to know when an automobile is in the air." This is the theory offered in explanation of the following description which precedes it: "We went up and down the crowded and narrow streets of Biarritz at about twenty-five kilos an hour, but that was slow. At last we emerged into the country, and my chauffeur proceeded to show me what he considered a fair traveling pace. It was a small Panhard car, with a movable head and curtains, intended to keep out sun and dust. I soon began to feel the sensation which a dry pea must experience in its pod, and holding on by the rail on either side of my seat I steadied myself. We flew through villages crowded with children, dogs, and old women; down hills where carts slowly drawn by oxen threatened us at every turn; up hills where men and patient oxen again had barely time to save themselves and their carts from complete destruction; past donkey-carts, old women driving pigs to market, foraging pigs, inquisitive fowl, lazy ducks, and dogs, that would lie in the middle of the road, all of whom by a merciful intervention of Providence escaped instant death. Not one human being, animal, or bird did we hurt in the awful ride, and at the end, when worn out by anxiety, nearly dead with fatigue, and buried in dust, we pulled up at the end of our journey, our chauffeur jumped cheerily off his seat."

Novelties in Long Island Contest

NOW that the Long Island contest is over, and has brought the assurance that American automobiles are safely on the road to perfection on the point of reliability, and that their makers may confidently turn part of their attention toward embodying more elegance in their appearance and a higher finish in their workmanship, all eyes are turned forward to the next contest, from which it will be expected that we may derive somewhat more definite information in regard to the relative merits of various details of construction. Meanwhile it will not be forgotten that the Long Island contest gave new class to three distinct novelties.

The Wheel Within Wheel construction was proved to be an acceptable substitute for pneumatic tires on good roads. It emerged from the tentative stage of



ENTRY NO. 52, LOCOMOBILE, WINNING HILL-CLIMBING CONTEST ON ROSLYN HILL,
APRIL 26.

a novelty to that of an equipment feature which cannot be designated as "freakish," but merely requires a little more demonstration on rougher roads to be accepted as standard for certain requirements.

The simple condenser apparatus and oil-separating device of the White steam carriages operated satisfactorily, and opened a good prospect for extending the traveling radius of all steam vehicles in which a certain percentage of unseparated oil may be carried through the boiler without causing priming and foaming.

Finally, the good record of the Elmore gasoline vehicle was a vindication for all those who for years have contended that no intrinsic reason exists why two-cycle motors may not be used successfully in automobiles as well as in boats. This demonstration could, perhaps, not have been made at any earlier date, be-

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cause previously the comparatively slow speed of the two-cycle motor was *a priori* considered a serious drawback, but now it is admitted by many that to the slow-speed motor with throttle control belongs the future, and in this class the two-cycle motor may be included, besides offering the advantage of a torque more than equal to that of a two-cylinder four-cycle motor, combined with greater simplicity. We may now look forward to a two-cylinder, two-cycle motor which shall have all the flexibility of the four-cylinder motors in the large imported racing cars.

A. C. A. Non-Stop Test and Speed Trials

IN order to obtain a certificate from the Automobile Club of America in the non-stop endurance contest to be held by this club on May 30, a vehicle must cover the course without any stop whatever excepting those provided for in the rules. There will be only one kind of certificate, and it is confidently hoped that this will be so much more appreciated as to secure a large number of entries. The stand taken by the A. C. A. in this respect is meeting with general approval, and the same may be said of the fixed determination expressed by the club officials to repress, by means of the law if necessary, all attempts at making light of the rules and conditions.

On another point, however, the club has relaxed its earlier rulings. This has reference to motor cycles. In racing rules of the club these are not recognized as automobiles, and they have been barred from previous speed races, though several motor bicycles started in the New York-Rochester endurance run. This class of motor vehicles will now be admitted to the speed trials on May 31, which are to be held under the new racing rules of the American Automobile Association. The concession is therefore probably due to the influence of this national federation of clubs, and is hailed as a step in the right direction.

A. A. A. to Compel Submission

TAUGHT by the experience of the Long Island Automobile Club, whose contest on April 26 was seriously interfered with by disloyalty of some of the contestants to the rules of the trials, the American Automobile Association decided at a meeting of governors on May 6 to take action to prevent similar occurrences in the future. To this end the following resolution was adopted:

"RESOLVED, That any driver, owner, nominator or manufacturer of any motor vehicle who shall be disqualified or suspended by any Club belonging to the American Automobile Association, shall be disqualified or suspended by this Association and prevented from taking part or participating in any event held by any Club belonging to this Association until such time as the Club disqualifying or suspending such person or persons shall see fit to revoke such disqualification or suspension.

"RESOLVED, That the name of any person or persons so disqualified or suspended shall be sent by the Club disqualifying or suspending such person or persons, to the Secretary of the American Automobile Association and shall by him be sent to each Club belonging to the Association."

It is understood that this resolution takes effect immediately, and will be in force for the contest arranged by the Automobile Club of America for Decoration Day, May 30, as well as for the one-mile speed races to be held by the same club on May 31 over South Boulevard on Staten Island.

Sport and Utility

INFORMATION from Minneapolis foreshadows the possibility of an automobile speed race from St. Paul to Minneapolis on June 2. The distance is about eleven miles between the twin cities, and the arrangements already made promise an event of more than usual interest, which, if successful, may be repeated year after year, and become one of the standard automobile events for the Northwest. The occasion will be the opening day for the Elks' carnival and industrial fair. Mr. H. Randall, chairman of the committee for special features for the Elks, has the plan in hand, and figures on an exciting free-for-all speed contest. Several Minneapolis chauffeurs have entered heartily into the



J. A. KINGMAN AND J. F. HAVEMEYER OF THE LOCOMOBILE COMPANY OF AMERICA.

plans for the race, and the committee on arrangements will have little difficulty in securing the desired number of entries. Representative owners of automobiles in both cities will be asked to take direct charge of the event, and a definite understanding with them will be reached to-day.

The chief of police of Minneapolis has already agreed to furnish all the mounted patrolmen necessary to keep the route clear in his territory, and the same concession is expected from the St. Paul police force. The proposed route would give the race two big stretches of asphalt and brick pavement—Summit avenue in St. Paul and Park avenue and the down town district, Minneapolis.

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J. Elmer Pratt of Grand Rapids, Mich., who was once considered one of the most level-headed men in the bicycle industry, is connected with the organization of a company for manufacturing steam vehicles in Grand Marais, Mich., under patents owned by B. J. Carter of Jackson, in the same State.

An automobile stage line is being established between North Milwaukee and Grafton, Wis., a distance of 15 miles.

J. A. Curtis, S. B. Newman, F. A. Follen, E. J. Rosecrans and M. A. Waterson are interested in the Woodruff Automobile Company of Cleveland, just incorporated.



MRS. JULIETTE LOCKERT VIEWS HER CONVEYANCE AFTER RETURNING TO PARIS FROM NICE. (See p. 170.)

Dr. A. J. Hodgson of Waukesha, Wis., who is one-armed, is having an automobile built, in which the steering is made non-jiggering by means of the hydraulic device often recommended for this purpose, and the control is mainly in the driver's feet. This to facilitate operation with one hand.

The Central Automobile Co., of 1684 Broadway, New York, has just received two 12-hp. Marienfelder, which are somewhat a combination of Mercedes and Panhard construction. They also received two 6-hp. Panhards and one 12-hp. Panhard, and expect the arrival of seven 15-hp. Mors and five 8-hp. Mors vehicles within six weeks. Since they have taken the Peugeot agency, they have sold twelve, which will be delivered before the middle of June.

A paced club run to Nyack, N. Y., is scheduled for Saturday, May 10, by the Automobile Club of America.

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Carolus Duran, Friant, Zwiller and other notable masters of painting have discovered the picturesque elements in automobiling, and are devoting their talents in this direction to such an extent that the Automobile Club of France has been enabled to open an exhibition of their paintings.

Serpellet's steam carriage, which made a kilometre in twenty-nine and four-fifths seconds at Nice, and was sold in England for 55,000 francs (\$11,000), was recently resold for 80,000 francs (\$16,000). This vehicle has been dubbed the "Easter Egg," on account of the shape of its body and its first prominent appearance at Easter time, but it really resembles a shoe more closely than an egg.



SERPILLET'S "EASTER EGG," HOLDING RECORD FOR ONE KILOMETRE, FLYING START,
29 4-5 SECONDS.

British automobile makers are reported to have received orders taxing their capacity up to September. Medium-powered gasolene vehicles, ranging from 6 to 12 hp., seem to be mostly in demand, but for town use steam and electric carriages are daily becoming more fashionable. Among the latest who have taken to automobiling are Lord Salisbury, Lord Edward Spencer Churchill, Lord Craven, Sir Thomas Lipton, Mr. Walter Burns, who is Mr. J. Pierpont Morgan's London partner, Earl Grey and Dr. Rutherford Harris.

G. A. McLean, of Minneapolis, is a commercial traveler, who was formerly a locomotive engineer. Taking advantage of this propitious combination, he now does his commercial traveling per steam automobile, and finds the method highly successful.

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Every writer in the fashion columns of newspapers and magazines has discovered that automobiles are bringing about a change in the modes of living, which is of particular interest to women, permitting them a much greater share than formerly in attractive forms of diversion. Writes one of these advisers of womankind: "Automobiling has seized hold upon the populace with epidemic violence, just as the bicycle craze did a few years ago, and to go off, morning, afternoon or evening, with one or more friends, is quite the correct thing to do. These spring evenings dinner at some place near town, with a party of intimate friends, is a temptation too strong to be resisted, and it is much easier to get a chaperon for automobiling than it was for bicycling. The fad, if it is a fad, is to be fashionable for some time to come."

Last Saturday morning J. S. Bunting, of the Wanamaker automobile department, left Philadelphia in company with Barclay H. Warburton, proprietor of the Philadelphia Evening Telegraph, in order to attend the Morris Park races. The speed at which they traveled is shown by the fact that they arrived at the races in good time and went on to New York in the afternoon, arriving in time for dinner.

Smith & Mabley, of New York, have just received one 8 and one 16 hp. Panhard.

Races between power launches are now quite the thing, writes the New York Commercial Advertiser, "the sport having been introduced by the Larchmont Yacht Club, which devotes an entire day out of 'race week' to special contests in which the launches from the steam yachts in the harbor take part. The increasing size of steam yachts and their inability to come close in shore have rendered power launches necessary, and have done away practically with the old-time ship's cutter, which it took several men to handle instead of one needed to look after the little gasoline or other engine."

May Irwin and her two sons will sail, June 7, for an automobile tour through Europe.

J. L. Mott, a student at Harvard, has devised a speed-measuring instrument, by which globes of different colors become illuminated in succession as the different speeds are reached. As the device is made at present, speeds of 8, 15, 20 and 25 miles an hour are furnished, although it can be equipped for higher, lower or intermediate speeds.

The Locomobile Company has removed its Chicago office from 260 Wabash avenue to Michigan avenue and Fourteenth street, where a new building has been erected with large, commodious quarters specially arranged for this company. The moving from the old to the new place was done entirely by means of automobiles, and the novelty of this proceeding created much comment in Chicago.

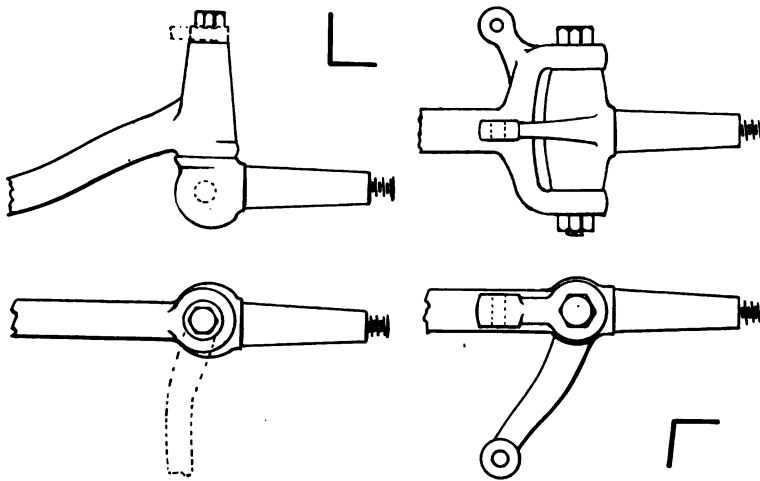
AUTOMOBILE TOPICS

Banker Bros., the well-known automobile dealers, who commenced business in Pittsburg and then established themselves in Philadelphia also, have now extended the scope of their business still further by acquiring permanent headquarters in New York in a building specially erected for their purpose, at 252 West 50th street, and have moved into this place from their temporary salesrooms on 66th street.

The transparent mica mask which protects the face of the chauffeur or chauffeuse, while permitting unobstructed vision in all directions, has become quite fashionable in Paris, and has been adopted, it is said, by three fair devotees of automobilism in this country, Mrs. Howard Gould, Lulu Glaser, and Marie Dressler. As used by women, it is pivoted to the head gear on both sides, like a mediæval visor.

The Steering Wheel Knuckle

REFERRING to the article on the "Development of Steering Wheel Suspension" which appeared last week, we present herewith rough drawings of the two types mentioned therein. Of these the French and earlier form is still observed in some makes of automobiles, but the Elliott type has been taken up by American partsmakers and is now being turned out by the drop forging



STEERING KNUCKLES.—ELEVATION AND PLAN.

The French Pattern.

Elliott Pattern.

process in a variety of dimensions and styles which promises well for the standardization of its type. It is more readily adapted to varying requirements, as the forging, or casting, may easily be attached to a plain axle bar. The internally pivoted hub with ball or roller bearings, in its latest improved style, is probably its strongest competitor, but this will hardly be fitted to any but the heaviest and most expensive vehicles.

Clubs and Associations

MILWAUKEE chauffeurs have appointed a committee with a view to forming a club. The purpose of the club will be to establish road houses at different points outside the city, and inaugurate club runs of from 30 to 40 miles into the country, and to take an active part in the good roads agitation. And it is the opinion of the promoters of the club that this will eventually result in the Sheridan drive being built through to Milwaukee. The club's headquarters will be about two miles above Fox Point, Jacob Donges, a prominent chauffeur, and one of those at the head of the movement, having promised to donate grounds and a club house in Donges' grove, on the north shore. The club house is built of logs, and from the basement a tunnel several hundred feet long leads to the bluffs, which will serve as a lounging veranda for the club members. A road house will be established on the south shore, between Milwaukee and Kenosha, and another at Pewaukee.

Rules to govern automobile racing in America have been prepared by the race committee of the American Automobile Association, and all future contests conducted by clubs that are members of the A. A. A. will be subject to these regulations. The rules are in the printer's hands, and will be ready for distribution in a few days.

Members of the Chicago Automobile Club have lately been traveling over Indiana's new macadamized roads with a view to finding a course for its 100-mile contest on July 12, which might be considered preferable to the somewhat rough roads from Chicago to Waukegan.

Schedule of Coming Events

- May 12-17.—Automobile show by Denver, under direction of G. A. Wahlgreen, Denver, Col. To be followed by a similar show in San Francisco. One-mile track races a feature.
- May 15, 16, 17.—Long-distance race of vehicles driven with alcohol motors, organized by the Minister of Agriculture of France.
- May 16-30.—Annual automobile exhibition in Berlin, by German Automobile Manufacturers' Association.
- May 30-31.—Automobile Club of America 100-mile non-stop endurance contest, New York-Southport-New York, and one-mile record speed trials on South Boulevard, Staten Island.
- June 2.—Projected race from Minneapolis to St. Paul, Minn.
- June 15.—Race and tour from Paris to Vienna.
- June 17.—Contest and race from Berlin to Hamburg, by Mid-European Automobile Association and Berlin Automobile Club. Special classes for non-German vehicles.
- July 12.—Chicago Automobile Club's 100-mile endurance contest.
- Sept. 6-27.—Milwaukee Industrial Exposition Association will hold a Sportsman's Goods Show. A. Trumpff, Secy.

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

E. E. SCHWARZKOPF, *Editor.*

MARIUS C. KRARUP, *Associate Editor.*

VOL. 4 No. 4

NEW YORK, MAY 10, 1902

PRICE TEN CENTS

AUTOMOBILE TOPICS is published weekly, by Automobile Topics, No. 29 West 42d Street, New York. Subscription price, \$4.00 a year in the United States and Canada, or in foreign countries within the Postal Union, \$6.00 (gold) in advance. Advertising rates may be had on application.
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SEVENTY-SIX PER CENT. OF GOOD CARS

IT can hardly have escaped the attention of those who followed the recent Long Island endurance contest and its results, that the industry and the contestants looked upon the task of covering 100 miles of Long Island roads without stop more as a playful diversion, in which easy honors were to be gained, than as a severe test requiring serious and deliberate preparations. In this attitude, unconsciously assumed, and cheerfully carried out, with a somewhat cavalierly nonchalance as to the rules and conditions of the competition, lies, perhaps, the greatest significance of the event, because this attitude would have been quite unwarranted one year ago; and the fact that it was natural this year goes far to prove that those best able to judge had given their vehicles many severe tests in the intervening twelvemonth and found them more than equal to the contest requirements. So much may be admitted without being blind to the partial truth which is contained in the assertion that those who deliberately broke the speed rules did so with a view to advertising those qualities which it was not the object of the contest to have demonstrated. It remains a fact that some persons who could have no possible object in making a trade display of speed, were carried

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beyond the dictates of discretion simply through greater love for rapid locomotion than for blue ribbons. In other words, the rules did not intrinsically command respect, being more lenient than the demands which automobile owners now habitually make upon their vehicles when there is no award in sight. The results justified this generally accepted idea that the awards were too cheap. Out of 67 starters, 37 obtained ribbons of one color or another, and nearly 14 more seem to have had it in their power to obtain them, making a total of 51 vehicles, or 76 per cent., which had no trouble worth mentioning in covering the course; and doing it over again after they had finished. Of the remainder one quit the course after taking Roslyn hill at a record gait, and several went home because the hurricane which happened to blow on the contest day destroyed their chances for a blue ribbon, while none other was wanted. In regard to construction, the only decisive points brought out by the competition were, in fact, these: That the burners in some of the steam vehicles are not quite well enough protected against being blown out by a high wind, and that chains for power transmission in these vehicles need to be safeguarded against breakage, either by putting more metal into them, or, more likely, by preventing them from mounting the sprockets when jolts or other causes might tend to make them do so.

The material which has come to hand relative to the causes for stops of those vehicles which completed the course is, unfortunately, too meager to permit of safe inferences, partly because the annotations by the observers were too brief and indefinite, and partly because precisely those cards were omitted from the published records which had reference to the vehicles that experienced trouble and had numerous stops.

Perhaps it is just as well that the first contest of this year should have been so well adapted to fix the one fundamental fact in the public mind that 76 per cent. of all automobiles in the market may be relied upon to travel 100 miles without stop or serious trouble, while reserving the minor shortcomings to be determined by the more severe contests planned for the near future. To show this favorable percentage is no mean accomplishment, and its value is very much enhanced by the additional showing made by comparison between the automobiles of foreign and those of domestic construction. There can be no doubt that our American carriages were proved as completely and satisfactorily adapted for the work ordinarily expected of them as the more expensive French machines. The contest has resolved the question of preference to one of style, comfort and price, though keeping the question of durability open for further demonstration.

For these results, though not all that had been expected, a debt of gratitude is due the Long Island Automobile Club, and the admission should readily be made that the restricted scope of the demonstration may be for the best, and may have formed part and parcel of the club's intentions, modified as these necessarily must have been by considerate regard not only for the interests of the industry, but also for the capacity of the public for absorbing new information. In such matters a vague, but no less correct, general judgment is frequently brought into play without finding expression in exact language. In the present instance it may have taken the form of what has been commented upon as a certain laxity in rules and regulations.

Off for Business, Science and Adventure

FOR a long time there has been much talk and writing of a world-circling expedition by Max Cudell, an automobile manufacturer of Aachen, Germany, and Dr. E. C. Lehwiss, a naturalized Briton of German birth, who ordinarily lives in Paris, and unlike many similar expeditions, which do not get beyond the newspaper and notoriety stage, this seems now to be on the point of realization so far as the start is concerned. The plans are comprehensive and are outlined by Mr. Cudell as follows:

No doubt Lehwiss and myself and "Passpartout," our car, will have a successful journey, but whether the program can be carried out to its fullest extent, and in every detail, depends on luck, accident and the political situation.

My partner on the trip around the world, Ed. C. Lehwiss, doctor of law and philosophy, is, like myself, an all around sport, and knows more about automobiling than most other people. Besides the principals we will carry a couple of attendants, one of whom is an expert chauffeur. It may be, too, that we will take a third partner at some point on our journey. We have room enough to accommodate one or two more.

Passpartout, especially built for the trip around the world, is a benzine motor, probably the strongest ever constructed, certainly the strongest now before the public.

The motor has 25 horse-power, and is constructed on the old Daimler principle, all except the box part. That is patterned after a Pullman sleeper and dining car combined, and very comfortable indeed.

We can make up four beds, as good as any traveling between New York and Chicago or San Francisco. In daytime the car can be turned into a chart room, parlor and kitchen. We carry the most improved cooking furniture got up by inventive Americans, and expect to knock out some good meals, no matter where we are.

Of course we will take along a full line of catables of every description. Meat we shall buy en route in the Old World, at least, for, as you may know, the beef trust doesn't control Europe and Asia. As we expect to meet with some awful drinking water on the way, we also have splendid filtering facilities. Of course, we would like to carry ice, but that may prove impossible.

The automobile is a little over 13 feet long by 6 feet broad. The roof is very strongly constructed, and may be used for storage purposes. Every half inch of room is properly utilized. In the space under the benches and couches, for instance, where the beds will be made up at night, our very elaborate photographic and scientific apparatus is stored, besides a little arsenal of firearms, tents and camping out utensils. Below these necessities are reservoirs for 500 liters of benzine.

The enormous reservoirs will allow us to proceed fully 620 miles without stopping, if we choose; but while seeming extraordinarily large for Europe, in Asia they are a necessity. Reflect that we hope to traverse the great Desert of Gobi, there to visit some of the ancient buried cities discovered by Sven Hedin. The Swedish explorer nearly famished from thirst, or died of weariness, in the region of eternal sand that seems to contain only two distinct necessities of life,

AUTOMOBILE TOPICS

water, in the form of ice, and salt—plenty of salt. Whatever may happen to us, we won't famish, I think.

We shall depend on the traditional ship of the desert, but to a limited extent, namely, to carry benzine and other stores for us to the several oases we touch at.

While both the roof and body of the carriage offer valuable space for stores, baskets fastened to both sides and the rear will carry a good deal more. As a matter of fact, we needn't suffer any wants on our long journey that money can buy, as we have all the room we want, and ample facilities for replenishing supplies.

Starting from London, we make direct for Dover, there to cross the channel and take the road to Paris. We will remain a few days there—how could we do otherwise? Our next great stopping place will be Brussels—if the revolutionists let us. From Brussels we take the nearest route for Berlin. Immediately on arriving in a city we will drive to the headquarters of the local automobile club to attend to the records of the trip. Of course we will keep the chief records ourselves, but our books are open to automobilists the world over, and we will register whenever we arrive at, or leave, a place. Each start will be under the supervision of the local automobile club.

Leaving Berlin, we will follow the well-traveled road to the Russian frontier. From Alexandrovo we go direct to Moscow, touching at Warsaw, Brest and Smolensk, the automobile clubs of those cities having promised their assistance when necessary. This may be of value in a political and personal sense, but guides are hardly needed no matter where we go, as the German emperor kindly secured for our use general staff maps of all the countries we intend to pass through. These maps show every river, ditch and mountain, every smallest elevation, besides cities, towns, villages, hamlets and smaller points of vantage.

Up to Moscow, things will run smoothly. We shall have a regular pleasure trip; but later on things necessarily assume a more serious aspect, especially after we leave the Sea of Aral behind and enter upon the Ural Mountains, forming the boundary between Europe and Asia. But the difficulties this high plateau offers are mere child's play compared with the miserable road to Tcheljabinsk, according to the general staff charts.

We shall have to rough it, zig-zag fashion, for several days, or a week, and Passpartout will be put to a severe test. The Ural Mountains have no special terrors for a machine like ours; Passpartout will climb them easily, we think.

Once in Asia, the great Siberian mail route, continuing to Irkutsk, is open to us. This route, we understand, is about seven miles broad, and though furrowed by a thousand tracks, may yet offer some even space.

In Irkutsk we will have friends, automobile enthusiasts (without automobiles) who look forward to our visit with eager expectations. We will make our bow to the governor and remain long enough to study that interesting city and its industries. As to provisions on the route, we hope to do a little shooting. The country abounds in wild birds, particularly ducks, and the rivers are full of splendid trout.

At Irkutsk begins the overland journey to Peking. This, it will be remembered, has been accomplished in several weeks, but those rapid travelers were the Czar's couriers, enjoying special facilities by treaty. We will strike the

AUTOMOBILE TOPICS

country by the end of May, or beginning of June, the best time for traveling, as July and August are intolerably hot in those parts.

But the selection of the route will largely depend on political conditions. If the country is quiet, we will enter by way of the Baikal Lake, a steamer capable of carrying Passpartout being at our disposal, thanks to a contract made beforehand. After crossing the lake we will stop for a brief space of time in the mysterious Chinese-Russian sister cities, Kiakhtha and Maimachen, only half a mile or so from the frontier.

We will view the great sights, the cathedral, with its massive silver doors; and the wonderful candlesticks, ornamented with priceless rubies and emeralds. Passpartout will be stalled on the "neutral ground," a tract of land some 200 yards wide, between the Russian and Chinese empires.

After that—farewell civilization—the Desert of Gobi begins. Of this, too, we have excellent maps, and the several cases where stores are awaiting us will be easily found. We will visit some of the ancient cities dug up by Sven Hedin, or try to visit them.

If, however, the political situation in China doesn't allow safe travel, we will take the longer, but more secure route, through the valley of the Chilka and Amoor, making direct for Vladivostock.

Our average speed in England, France and Germany will not exceed 20 to 23 miles per hour; in Russia, and further on, we will be contented to make 10 to 12 miles. What our speed in the desert will be I cannot say. It all depends on the condition of the road.

At Kalgan we will once more enter upon civilized soil; then the journey goes to Peking and to all the places made famous by the recent campaign and the boxer uprising. We also expect to visit the several ports under European, or semi-European control, and, generally speaking, hope to see a great deal of China.

Next Tokio will be visited, and a rather extensive tour of the insular empire may follow, the hot weather and politics permitting. Returning to Tokio, we take steamer for the Sandwich Islands, stay a day or two in Honolulu, and then sail for San Francisco.

But we don't intend to follow the Pacific Railway route through the United States—there would be nothing new in that. On the contrary, at 'Frisco Passpartout will be placed on a coaster bound for Tehuantepec, on the Gulf of Mexico: From there we will automobile it through the republic up to the very coast of the Atlantic. From Vera Cruz a liner carries us and our machine to New Orleans. Then begins our tour of the United States through the Mississippi Valley, via St. Louis, to Chicago, and from Chicago, via Fort Wayne, Buffalo and the Niagara Falls to New York. In New York Passpartout will be shelved—thereafter we can get along without.

We expect to be gone 30 weeks, anticipate no serious trouble in either of the countries passed through, and hope to bring back rich collections of photographs, surveys and valuable scientific observations.

An English journalist, H. Morgan Brown, will accompany the expedition, and will send correspondences to the European press as the party proceeds, and a complete cinematograph apparatus will be carried along, so that the trip be thoroughly exploited in lectures when finished.

Women Travel Far in Omnibus

WHEN Louis Lockert, the founder and editor of *Le Chauffeur*, died, his widow resolutely took up his work, and, while naturally not able to replace her distinguished husband as an engineer and authority on automobile construction, she has become highly prominent in automobile affairs in France by reason of her intrepid participation in racing events. In 1901 Mme. Juliette Lockert with her two daughters embarked in the touring section of the Paris-Berlin race in a Richard vehicle, but was unfortunate in her choice of a chauffeur, as the vehicle became incapacitated some place in Germany, preventing further progress. This year Mme. Lockert, again with her two daughters, set



DE DIETRICH GASOLENE OMNIBUS 45 HOURS AFTER LEAVING PARIS FOR NICE,
FRANCE, MARCH 29.

out from Paris with a caravan of forty automobiles, which has been repeatedly referred to in these pages, with the intention of joining the Nice-Abbazia-Nice race. This was unfortunately interdicted by the Italian government at the eleventh hour, because some of the racers in going over the course in advance of the event had caused serious disturbances by their excessive speed through rural districts. Mrs. Lockert's intentions were thus again frustrated, but she has kindly sent to *Automobile Topics* some of the photographs taken en route from Paris to Nice and on the return trip to Paris, accompanied with descriptive remarks, from which we take the following:

The caravan, in which two Locomobiles played such a prominent role, was organized by La France Automobile and started March 26 at 7 o'clock in the morning. After passing beyond the miserable pavements in the vicinity of Paris

AUTOMOBILE TOPICS

the first day's trip was pleasant. The next four days rain poured down incessantly, but the De Dietrich omnibus in which the Lockert party were ensconced proceeded without any other trouble than that the fair voyagers could see nothing of the landscape all the way from Sens to Valence, passing through Avalon, Macon, Dijon and Lyon, a route well known to several American tourists. From Valence, through Marseilles to the gay Toulon a hot wave followed the caravan, and finally on the last part of the journey, ending in Nice, the weather was all that could be desired. After a day's rest in Nice followed the climbing of La Turbie, made dangerous by a dense fog, and the descent an hour afterwards in brilliant sunlight. Two days after Mme. Lockert and her daughters returned alone to Paris in order to go to the automobile exposition in London. Their Dietrich omnibus, weighing 1800 kilos (3960 lbs.) covered the course in five days, 45 hours running



**MINIONS OF THE PARIS OCTROI EXAMINE THE OMNIBUS WHICH HAS CONVEYED
MME. LOCKERT AND DAUGHTERS 1400 MILES.**

time, without incidents of any kind, and at an average speed of $24\frac{1}{2}$ kilometer (about 15 miles) per hour. On the first day of this return trip the dust was terrible. After leaving Nice behind it penetrated everywhere. For five hours the omnibus traveled through a wild Alpine desert section, where not a bird was seen, and only five human beings. When the stop for the night was made at Castellane, in the lower Alps, it rained again, and this continued for the next three days. The road took the party through Digne, Serres, Grenoble, St. Jean de Bournay. It still rained at Lyon and Chalons sur Saône, but Sunday, April 13, brought some compensation in the pretty town of Autun, whose old fortifications are interesting. The rest of the trip to Paris, where they arrived April 15, was uneventful, but the next morning Mrs. Lockert and her eldest daughter departed for London, rounding off more than two weeks of automobiling, which would be considered quite fatiguing by womankind in general.

The Race of Alcohol Cars

THE French automobile industry is taking the keenest interest in the race and consumption trials for alcohol vehicles being organized by the Minister of Agriculture for May 15 to 17, writes The Autocar. Not only will the event be very interesting as a means of demonstrating the possibilities of alcohol, but it will allow of the new racing cars being put through their paces over a long course for the first time, and, besides this, the official character of the race will be a splendid advertisement for the vehicles that are able to secure the prizes offered. Already fifteen makers have entered cars, the largest number being presented by Panhard et Levassor, who will run twelve. It may be expected that several other entries will be sent in before the date closes for receiving them. The Minister is taking the severest precautions against accidents by posting up notices in all the town and villages informing the population at what hour the cars will pass, and cautioning them especially against allowing children on the road, while all animals are to be kept off the route, and drivers of horse-drawn vehicles are to keep to their side of the road even when it may seem to be clear. Moreover, the course is to be guarded each day by soldiers, and so complete are the arrangements that it will be strange if the race does not go off without a hitch of any kind.

Trade Notes and News

[Insertions under this caption 3 cents per word; minimum 50 cents per insertion. Payment must invariably be made in advance—in postage stamps if desired—as no accounts can be opened for this class of advertising.]

WANTED—First-class repair man on Steam and Gasolene Autos; must be good forge and lathe worker and not afraid of work. Steady position to right man. Open night and day. Address "Automobile Topics;" W. A. S.

WANTED—A thorough, reliable and practical Automobile man, one that understands the manufacture of Automobiles in every detail. State age and experience. "Red Cross," care of "Automobile Topics."

PURCHASERS for imported and domestic automobiles constantly on hand. Those desiring to sell can make quick deals. R. E. Jarrige, Yacht and Automobile Broker, 523 Fifth Ave., New York. Telephone, 6029-38th.

U. S. LONG DISTANCE AUTOMOBILE CO. have moved their New York salesroom to the Armenian Church, 108 W. 41st street. This company will put on the market, on or about June 15th, a new tonneau 12 hp., 2 cyl. motor front carriage; also a 10 hp. single horizontal cylinder tonneau.

AT a meeting of the Board of Directors of the Locomobile Company of the Pacific, the following officers were elected for the ensuing year: Chas. C. Moore, President, San Francisco; S. T. Davis, Jr., Vice-President, New York; E. P. Brinegar, Vice-President, San Francisco; L. N. Breed, Treasurer, Los Angeles; J. F. Havemeyer, Secretary, New York; J. A. Avis, Asst. Treasurer, San Francisco. This company is making an arrangement to handle all styles of automobiles, covering the entire Pacific Coast and the Hawaiian Islands through its branches and agencies. They will be in a position to quote prices and give specifications on automobiles of either French or American manufacture. The Locomobile Company of the Pacific will have a large and well equipped Supply Department, in which they will handle specialties such as leather automobile clothes, French horns, automobile lamps and miscellaneous supplies. The company is located at 1622 Market street, San Francisco, where they have beautiful headquarters running through from one street to another, in the most prominent part of the business section of the city.

Exclusive, Elite Costumes for Automobilists



This Coat

is made of the best of French Kid and is the lightest automobile garment made in America. Has standing collar and is single-breasted.

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and Leggings
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Pat. April 17, 1902.

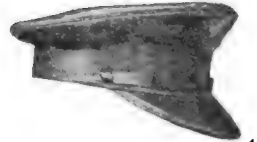


This Gauntlet

embraces new features. Fits closely around wrists, excluding dust, rain and draughts. Protects the coat sleeves and has a stylish appearance. Made from Mexican kid leather in black and tan.

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Only correct style adopted by the leading chauffeurs in U. S. "Furnished in waterproof" auto silk for summer wear as light as a feather. Also of Mexican kid.



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NO STOP. Hill-Climbing Time, 1 m. 46 s.

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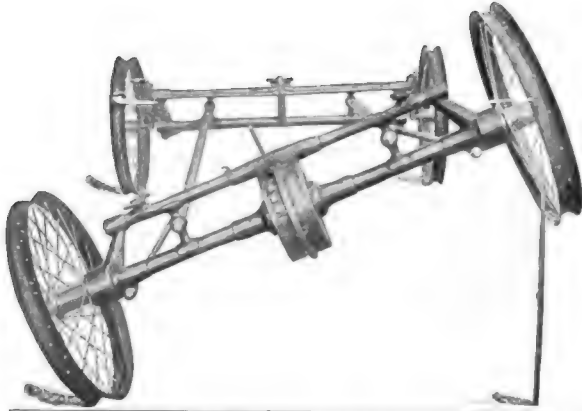
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FOR USE ON AUTOMOBILES OR VEHICLES
OF ANY DESCRIPTION.



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The VICTOR Steam Pumps

Weight, $4\frac{1}{4}$ lbs.; space required in carriage, 9 inches in length x 3 inches in diameter.

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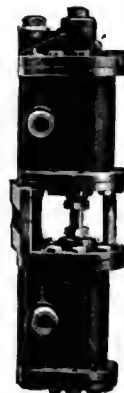
Capacity, 80 lbs. pressure on fuel tanks or tires in one minute with a boiler pressure of 125 to 150 lbs.

Water Pump

Capacity, three gallons per minute against 200 lbs. boiler pressure.

Price, \$30.00 each

These pumps have been adopted by the Locomobile Co., the Mobile Co., and other leading manufacturers of steam carriages.

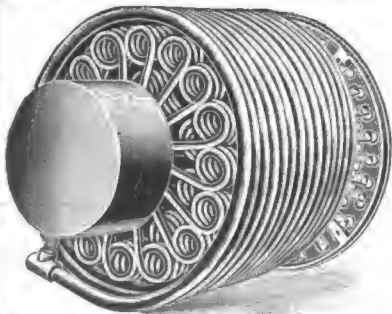


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Mention "Automobile Topics" when writing.

Locomobile

The following is an extract from a description of the recent Paris-Nice Automobile Run:

"In this caravan the steam cars were engaged—two delicate-looking cars—of only $4\frac{1}{2}$ horse power to cover 1040 kilometers over roads of all kinds in our lovely France— $4\frac{1}{2}$ horse power to climb our steepest hills! It is pure madness! They will not reach the second control, several asserted. The playthings are all right for the Bois de Boulogne on days of beautiful weather."

But the caravan started and with it the frail steam carriages and the locomobiles reached the first control without difficulties of any kind. The mastodon gasoline cars of 12, 18, 24, 40 and 60 horse power came also, but some of them had epic struggles with a carburetor, or the motor, or with the speed gears. Early in the caravan contest two accidents occurred, but the locomobiles were almost disconcerting in their regularity. Still the critics continued to say that the automobiles "à la vapeur" would not reach Nice, or if they did arrive it would be over the P., L. & M. railroad. However, the little carriages continued their route without accident, or groanings, and without fatigue. They went silently as if moved by a mysterious force. When they reached the last control, they had the presumption to enlist for the short run, where, without the air of doing anything, without snorting, bellowing, or roaring they covered a kilometer in one minute and 24 seconds.

Their trip was audacious but it was an unqualified success. The locomobiles have demonstrated to France that they are not playthings, but strong little carriages, built with energetic organs and indefatigable muscles. In the Blue country they are decidedly the admiration of everybody in their tidiness and simplicity and in their splendid records.

Of the 40 automobiles which started for Nice only 20 arrived.

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RELIABLE
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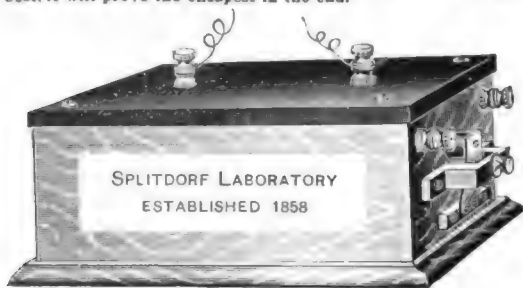
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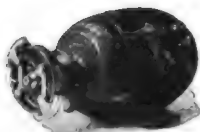
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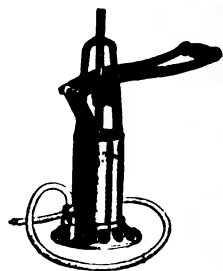
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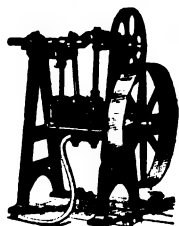
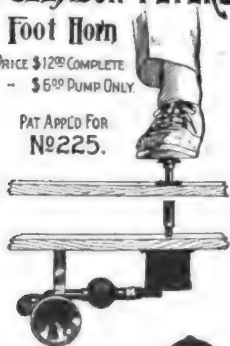


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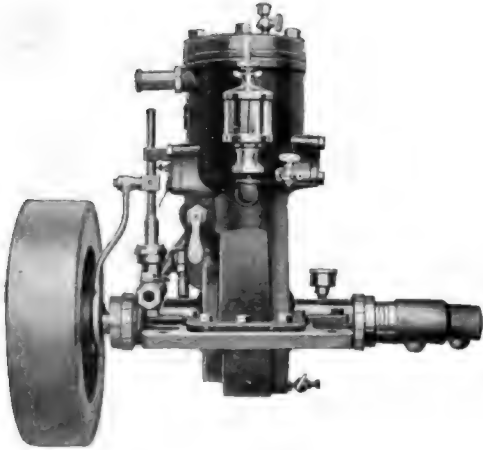
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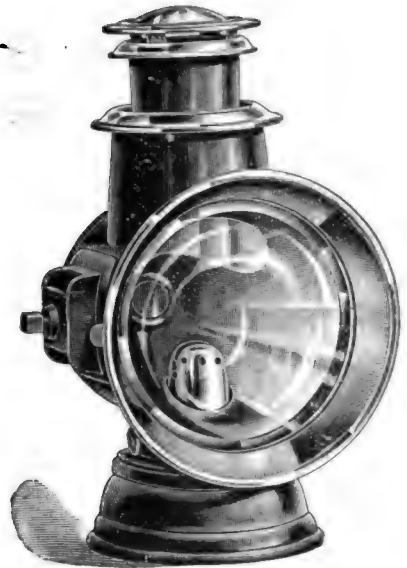
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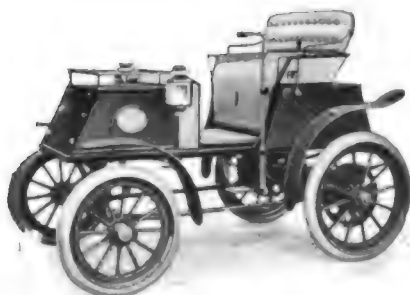
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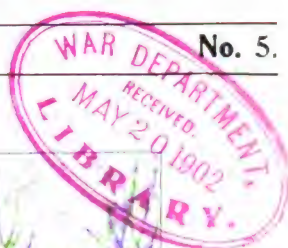
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NEW YORK, MAY 17, 1902.

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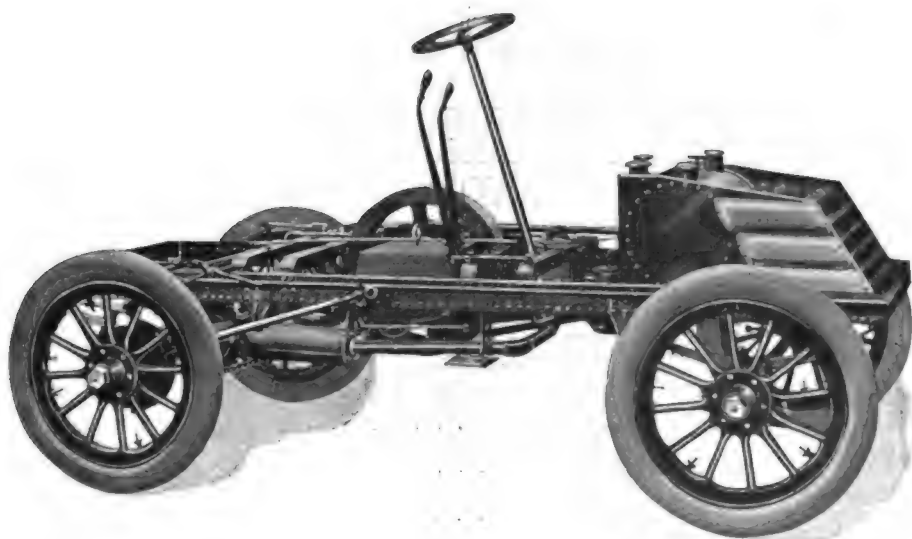
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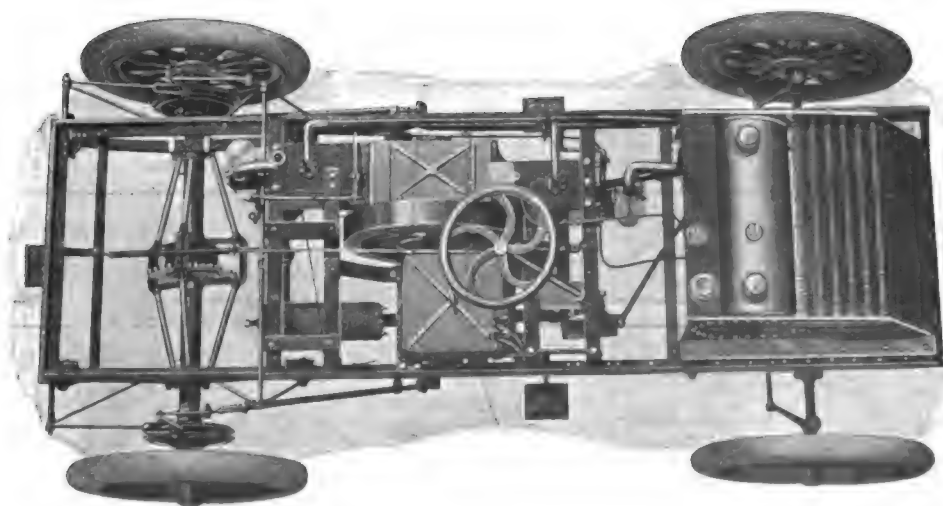
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FRAME AND MOTOR MECHANISM OF WINTON TOURING CAR.

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VOL. IV.

MAY 17, 1902.

No. 5

British Builders Show Rapid Progress

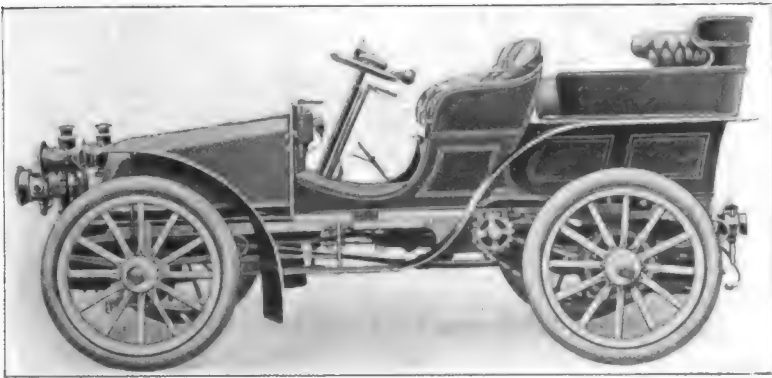
FRENCH manufacturers are beginning to feel uneasy about the type of automobile to which they have given their best efforts. The world is no longer sitting obediently at the feet of Panhard, Mors and De Dion learning its automobile lessons. Serpollet with his steam car, who was always looked at a little askance by the gasoline vehicle makers, has captured the short-distance speed record, and the Mercedes type of gasoline vehicle, which is distinctly a German creation, is enjoying an immense vogue, even in France. Now England also threatens to surpass her continental teacher, having produced several new styles of automobiles which commanded the admiration of visitors to the recent exhibition in London. The impressions created in France by British progress are evidenced in the gingerly comments of French automobile writers on this subject. Says, for example, Mr. D. Yzelen in *La Locomotion*: "The efforts made by English builders must be recognized. Especially the last-mentioned firms (Wolseley, Lanchester, Motor Manufacturing Company, British Daimler), exhibit remarkable wagons. I do not believe, however, that the French houses *so far* have grounds for fearing this competition, and this for two reasons. First, The English firms ask higher prices than ours, which is the natural result of a smaller output. Secondly, their product has not received the baptism of the long-distance race. Who knows, in fact, whether their fine vehicles would not collapse like a child's card house on a long and difficult expedition." This consolation to the French industry seems far fetched, and American builders who refuse to follow the French lead may derive some encouragement from the advice which Mr. Yzelen gives his countrymen in regard to the best means for keeping their share of British trade: "Make *comfortable* vehicles," he says. "Make them easy to close up in case of rain; see that

AUTOMOBILE TOPICS

the odor of the exhaust does not rise directly to the nostrils of the occupants, and that the dust is kept down as much as possible; take care to have the vehicle operate silently and, if necessary, adopt the American mufflers, which Fournier has praised in this respect. I should add: Equip the vehicles with tires which will not burst."

In these recommendations it is not difficult to discern an admission of shortcomings in the French automobiles, and particularly those shortcomings from which many manufacturers in the British and the American industries have taken distance by choosing their own design for automobiles in preference to the average French design, which serves so admirably for sporting purposes but seems to be lacking in adaptability for other uses.

Among the new British products which have caused widespread comment, the ten-horse-power Lanchester car represents perhaps the widest departure from accepted lines, and yet it will be noticed from the illustration that its design is highly pleasing. The Lanchesters differ in nearly all respects from all other

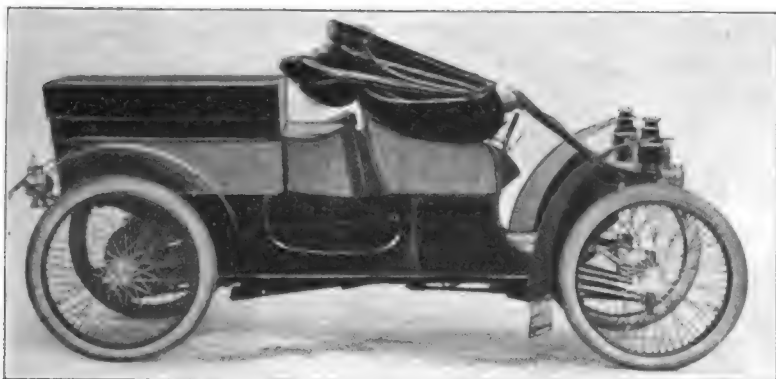


THE MIESSE FLASH BOILER STEAM CAR.

gasolene vehicles on the market. The engine and the driving gear is placed between the front and back seats, and the entire machine, including the body, is made to suit the particular system employed. The car is supported upon front and rear axles by short leaf springs. Lever steering of special design is employed, and wire wheels are fitted. The motor has two opposite cylinders $5\frac{1}{2}$ inches bore by $5\frac{1}{2}$ inches stroke, and its normal speed is 700 revolutions per minute. There are two crank shafts passing through the crank chamber; the one is arranged above the central axis of the two cylinders, and the other below. Each piston has three connecting rods, two of which are connected to one crank shaft and the central connecting rod to the other crank shaft. Each crank pin, therefore, has three connecting rods driving it. The two crank shafts revolve in opposite directions, and they are connected by a pair of spur wheels at the rear end, a short spur wheel meshing on the under side of the lower one transmitting the power through the speed gear to the live rear axle. The engine is placed transversely across the car, one combustion chamber being near the right-hand side, and the other at the left-hand side. A cam shaft passes parallel with the cylinders, and is driven

AUTOMOBILE TOPICS

by spiral gearing from the upper crank shaft. It carries exhaust cams and ignition cams at each end. It also drives a multiple-feed oiler by worm gearing, the oiler being placed above the cylinders, and being connected with pipes to the various parts of the mechanism. The cylinders are air-cooled, two fans being frictionally driven from the flywheel, and forcing air to the radiator ribs on the cylinder walls. A governor, which works on to the exhaust valves, is fitted, and the speed at which this comes into operation is regulated by an accelerator. Three speeds are provided by the transmission gear, and these are equivalent to 6, 12 and 33 miles an hour, the two lowest being obtained, as also the reverse, by epicyclic trains, and the top speed by causing these portions to revolve as one piece. A reversible worm drives the differential gear on the rear axle. The normal speed is 700 revolutions per minute, which may be accelerated to 1200. The electric ignition is produced by a special form of magneto. The connections between the magneto and the plugs have been designed in such a manner



THE 10 HP. LANCHESTER GASOLENE CAR.

as to obviate the use of wires, and the plugs themselves are fitted with a quick fastening which resembles the breech block of a gun, and which allows of their being instantly removed and replaced. These vehicles are made by the Lanchester Engine Co., Sparkbrook, Birmingham.

The Miesse steam car is another vehicle which strikes a new note, partly because it is a flash-boiler steam vehicle, and partly because it, nevertheless, looks almost exactly like the standard French pattern of gasolene touring car with tonneau. It has a speed of up to 50 miles, and is fired with kerosene. It is built entirely at Wolverhampton, by the Miesse Steam Motor Syndicate.

The proposition has been made that owners of automobiles which are capable of illegal speed (they are, by the way, all capable of illegal speed on a down grade) should be required to file bonds in security for payment of fines or damages for which they may be adjudged liable. The next proposition may favor declaration of martial law for automobile offenses, but the probability is that erratic and heroic measures must be taken by private initiative.

Sample Miles of Steel Road

A COMMITTEE of the A. C. A. has been investigating the subject of "Steel Roads," and the club and several of its members have made liberal subscriptions for the purpose of building a sample section of steel road somewhere in the vicinity of New York. The committee in charge of the matter is composed of Mr. Jefferson Seligman, chairman; General Roy Stone, formerly Director of the United States Office of Public Road Inquiry; Charles M. Schwab, George J. Gould, Fred B. Cochran, J. M. Hill, Winthrop E. Scarritt and A. L. Riker.

The committee have been in consultation with President Cantor, of the Borough of Manhattan, and Chief Engineer H. W. Onley.

The governors of the A. C. A. have passed a resolution requesting the club's members hereafter to refrain from using the Seventh Avenue entrance to Central Park, New York, with a view to avoiding the frightening of horses which is likely to occur in this narrow and tortuous driveway. The resolution points out that the Eighth Avenue entrance which has been obstructed for some time by the work on the Rapid Transit tunnel, is now cleared, and that therefore all necessity for entering at Seventh Avenue has been removed.

August Belmont, John W. Gates, Alfred Gwynne Vanderbilt, H. C. Frick, A. W. Rossiter, Fred Southack and J. F. O'Shaughnessy are newly elected members of the Automobile Club of America.

New Knot in Legal Speed Tangle

WHETHER there is reason for sadness or rejoicing is the question which puzzled automobilists in New York State when they heard of a decision rendered by Recorder Goff in the Court of General Sessions last Monday. The Recorder says, in effect, that city magistrates have no power to impose fines on automobilists and chauffeurs who are accused of violating the law with regard to speed, because the offense mentioned is a misdemeanor and as such comes under the jurisdiction of the Court of Special Sessions.

This decision was written in the case of August Paterson, who was arrested on March 30, charged with having run his automobile at 12 miles an hour. He was taken to the Harlem Police Court and there fined by Magistrate Mott. Appeal was taken to the court of Recorder Goff, with the result mentioned.

If the magistrates should follow Mr. Goff's opinion they should hold those accused of speed transgressions for trial in the Court of Special Sessions, and this might be unpleasant for guilty and innocent alike, but the Recorder is apparently of the opinion that the magistrates would simply discharge the accused for want of jurisdiction, and the cases would not come to trial, for he said in connection with his decision: "With reluctance do I reach the conclusion that the magistrate had no jurisdiction to hear and determine this charge of misdemeanor, for the safety of the public, imperilled by the reckless driving of automobiles through the crowded thoroughfares of this city, would, in my opinion, be best protected by prompt and salutary exercise of summary power vested in the magistrates."

Power Boats Getting Fashionable

COMPLAINT has been received from Berlin that American builders of motor boats, and makers of everything that belongs to such craft, are showing no inclination whatever to be represented at the large international exhibition of marine automobiles, to be held near the German capital from June to September this year. The apathy of our builders is explained, however, by the rapid development of the motor boat industry in this country, which is disclosed by an investigation of the conditions prevailing in the vicinity of New York. A year ago there was an absolute turning up of noses in yachting circles at the man who appeared with a power boat, or, as it was called, an auxiliary. Now there are dozens of power boats of all kinds. The steam yacht of the well-known type, differing from other steam boats only in elegance of appointments and the lines of the vessel, is a costly luxury, not within the reach of all, and besides it is not the style of craft for the man who loves sailing for sailing's sake. The power yacht, on the other hand, meets all the requirements, not only of the man of modest means, but of the sailor man. Engineers are not needed, and only hands enough to handle sail are required. Sails may be used so long as the winds are strong, and only when they die out need the motor be looked to for assistance. The latter takes up but little space, and pays for its footing as so much ballast. The winds on Long Island Sound are particularly unreliable during the yachting season, and it not infrequently happens, especially on race days, that the whole racing fleet is becalmed. Then the auxiliary boat out for mere pleasure has things its own way, and can haughtily speed, with all sail set, through the racers waiting listlessly for a breeze. The men, however, who used to throw up their hands in horror at these things do so no more, and motors are now in big demand. Big and little, from the catboat to the first-class sloop or schooner, can find motors to suit, and so easily handled that a youth might be intrusted with their care.

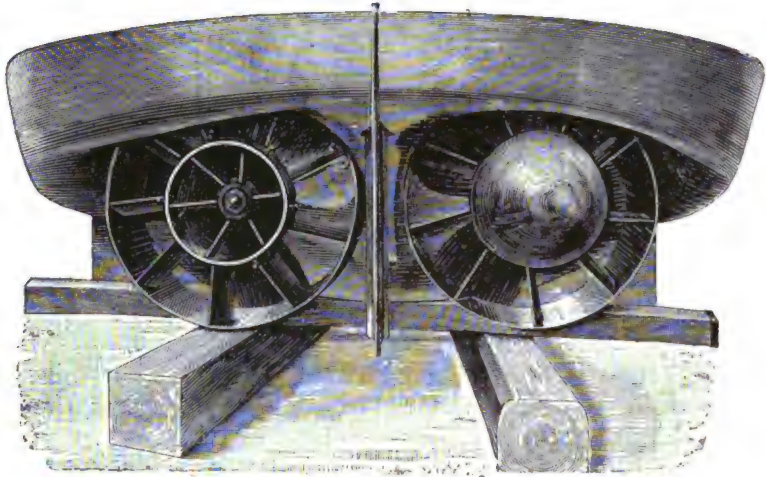
All of the most recently built auxiliaries, while primarily intended for cruising, are designed with a view to fast sailing, and are as clean lined and as handsome generally as the modern racer. The motors used are compact affairs that can be hidden away under the cockpit in some space, in which lumber or waste would otherwise have found place. These motors are also used to generate electric light, and in the larger yachts haul up the anchor and help to hoist the sails.

Not only are many new auxiliaries being turned out, but the owners of all sorts of cruising craft are converting them into auxiliaries or power boats. The Harlem Yacht Club, which within a week has converted fifteen sloops into auxiliaries, serves as an example of what is being done. The motors are comparatively inexpensive, and while they have been losing both in weight and cost, they have been gaining constantly in power and simplicity of construction.

Besides these auxiliaries another class of gasolene boats which dispenses altogether with sail are being built in many sizes, and are becoming very popular because they do not require the attendance of a duly qualified engineer with a certificate from the government as assurance that he knows his business. In other years

AUTOMOBILE TOPICS

little attention was paid in the matter of style of construction of these boats, any "old tub" being considered good enough for a motor engine, but now only the elegantly designed and perfectly built boats find a market. These boats are easily driven and develop quite an exhilarating speed, making a day passed in one under sunlit skies, flitting from bay to bay along the wooded shores of the Sound, a day of ideal enjoyment. The progress made by manufacturers in simplifying



TURBINE PROPELLERS FOR SHALLOW WATER BOATS.

Made in Germany to be used by Russian Government for Inspection Boats running on the River Volga. These turbines, while not fully equal in efficiency to screw propellers, cause no whirl and are successfully operated in one foot of water.

motor engines and reducing weight and size has been so great that there are now even power dories which are winning their way to popularity, not only in down-east waters, but have also been taken up by yachtsmen at the western end of the Sound. Seaworthy, light and of little draught, the man with a power dory can flit in anywhere, be the water ever so shallow.

With reference to the German exhibition of motor boats in Berlin, United States Consul Mason states that "there is abundant evidence that a good representative American display at the motor-boat exposition this year would be an unusually promising investment for the exhibitors. It is fully understood here," he writes, "that our country is first and foremost in all that relates to the construction and use of motor boats as naval auxiliaries and for pleasure and business purposes. It is also recognized that Germany—the original home of the gas engine—is so far behind in that class of water craft that the field is practically unoccupied. So many inquiries have been received by the committee about probable American exhibits—their tonnage, cost and other details—that there is evidence of a real demand, and the committee states that from all such indications, American exhibitors of standard types of motor boats, engines, etc., would be practically certain to not only sell their entire list of exhibits, but to take numerous orders

for future delivery. Responsible firms here and at the large German seaports are eager to accept agencies to represent American builders, and German machinists will be on the watch to purchase valuable patents in that class. Obviously, all novelties should be patented or registered and the patents applied for before being exhibited anywhere in Europe. It will be many years before another special international exhibition and classified competition of motor boats will be held in this country, and the present opportunity once lost will not soon recur. The committee authorizes the statement that every reasonable concession and assistance to facilitate a representative American display will be gladly and promptly accorded. Berlin is the center and mart of a vast system of canals, lakes and canalized rivers, which could be freely navigated by motor boats, where few or none now exist. If American builders will not reach out to grasp an opportunity like this, the builders of other countries—notably Great Britain, France and Belgium—certainly will.”

100-Mile Non-Stop Endurance Contest

THE following is a list of entries received for the 100-mile non-stop endurance contest from New York to Southport, Conn., to be held by the Automobile Club of America on Decoration Day, May 30:

Class A (gasolene).—A. R. Shattuck, 12-h.p. Panhard; Alden L. McMurtry, 12-h.p. Packard, 16-h.p. Packard; Geo. F. Chamberlin, 16-h.p. Panhard; Sidney Dillon Ripley, 25-h.p. Gasmobile; Percy P. Pierce, 3½-h.p. Motorette; E. E. Britton, 16-h.p. Panhard; Jefferson Seligman, 12-h.p. Mercedes; Col. John Jacob Astor, 12-h.p. Panhard; Willis Sharpe Kilmer 24-h.p. Panhard.

Class B (steam), Section II.—International Motor Car Co., 7½-h.p. Toledo; Grout Bros., 4½-h.p. Stanhope; W. H. Wells, 4½-h.p. Prescott; H. H. Wells, 4½-h.p. Prescott; A. G. Southworth, 7½-h.p. Toledo; H. B. Weaver, 7½-h.p. Toledo; Grout Bros., 7½-h.p. Stanhope.

Section II in steam class allows vehicles to make stops at 33 1-3 and 66 2-3 miles to replenish gasolene and water.

Entries close May 24, 1902. Entry blanks may be had of Secretary S. M. Butler, 753 Fifth avenue, New York.

Kilometer Records on Staten Island

PROBABLY the entry blanks for the A. C. A's speed trials on Staten Island May 31, will be changed so as to include trials for the one-kilometer record which constitutes the European unit for speed measurement. The club's first announcement called for mile trials only, but it has been decided to give the winners an opportunity to compare their figures directly with Mr. Serpollet's recent record, at Nice, of 29¼/5 seconds for the flying kilometer. The timing of the events will be very elaborate and accurate, and, according to Henry C. Opdyke, the civil engineer, who surveyed the course, will cost the club at least \$1000.

Clubs and Associations

TWENTY-NINE automobilists residing in Omaha, Neb., Council Bluffs, Ia., and Fort Crook, are forming a club. Their names are: F. N. Conner, G. W. Patterson, H. E. Frederickson, John Coltman, B. L. Baldwin, A. I. Root, E. W. Lamoreaux, J. J. Deright, F. H. Dorek, C. F. Showalter, O. A. Goodrich, J. N. Westberg, E. E. Holland, Dr. Detwiler, E. A. Packard, H. Sharp, O. Baysdorfer, D. Risley, all of Omaha; L. A. Casper, H. H. Van Brunt, J. B. Atkins, Richard Stewart, M. Wollmann, J. Kimball, L. P. Madsen, F. L. Childs, T. B. Lacy, Jr., and Dr. T. B. Lacy, of Council Bluffs, and Captain Straub, of Fort Crook.

Plans for remodeling of the house recently secured by the Chicago Automobile Club have been approved, and provide for 26 rooms and a large automobile shed in the rear of the building. The rooms include dining room, library, buffet and sleeping room for guests.

At the meeting of the executive committee of the National Association of Automobile Manufacturers, held at the office of the association, Monday, May 12, a form of guarantee, satisfactory to the committee was drafted, and it was decided to submit it to the members for their consideration, with the object of adopting in the near future a standard form of guarantee that shall be equitable both to the purchaser and manufacturer of automobiles. On the same occasion the first "Bulletin," edited by Mr. Harry Unwin, assistant secretary of the association, was submitted. It contains a collection of notes bearing on the conditions for the sale of American automobiles in foreign countries, and has been compiled mainly from correspondence by Mr. Unwin with the United States consuls and consular agents in all quarters of the globe. It also gives the following list of States and Territories in which no general laws especially applicable to automobiles were in force on March 1, 1902: Arizona, Delaware, Florida, Illinois, Idaho, Kansas, Louisiana, Maine, Michigan, Minnesota, Missouri, Montana, Nebraska, New Mexico, North Carolina, North Dakota, Oklahoma, Oregon, Pennsylvania, South Carolina, South Dakota, Texas, Tennessee, Virginia, Vermont, Washington, West Virginia, Wyoming. The following States and Territories have not yet been heard from, officially, on the subject of legislation: Alabama, Arkansas, Colorado, Connecticut, Georgia, Indiana, Kentucky, Maryland, Mississippi, Nevada, New Hampshire, New Jersey, Utah, Wisconsin, Philippines.

The Automobile Club of America has established a country club-room in the Garden City Hotel on Long Island, which will probably be visited frequently by the members of the club during the summer months. The automobile periodicals will be received in this place, and the club members will have all the privileges of the hotel, including swimming pool, shower baths, billiard room and charging and storing facilities, besides the exclusive use of their special room.

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Twenty-five automobilists of Indianapolis have organized "The Automobile Club of Indiana." Fred M. Ayres was chosen president, Silas Baldwin vice-president and A. J. McKim secretary-treasurer. An executive committee, including the officers named, and in addition Dr. E. F. Hodges, Dr. Henry Jameson, Henry Severin, Jr., and George W. Pangborn, was named to organize a larger membership.

Commenting on the wisdom of the Automobile Club of France in limiting the weight of automobiles competing in speed races to 1000 kilograms, or 2200 pounds, Prince Lubecki, one of the foremost protectors of automobilism in Austria, says: "This ruling has borne excellent fruit. It has given us gems in motors and thoroughly thought-out frame constructions, besides numerous other advantages. Our constructors will adapt some special features to these racing machines, amounting in weight to perhaps 100 kilograms, and the ideal touring wagon will have been created. The weight limit has saved us an experimental period of at least two years."

George F. Chamberlin has handed in his resignation as chairman of the law committee of the Automobile Club of America. It is the intention of the club to employ a salaried lawyer. W. W. Niles will act as temporary chairman until a selection can be made.

When the Yacht Club of France was consolidated with the Automobile Club of France (in order to change the character of the latter into a social club with gaming tables), a dissatisfied element of the Yacht Club, which had seceded under the name of the Union of French Yachts, resumed the old name as Yacht Club of France, and is now rapidly becoming the leading yachting club.

The Automobile Club of Great Britain issues a "plaque" or badge in metal for repairmen whose work meets with the club's approval.

Danger on Rails Beyond 81 Miles per Hour

IN the autumn of 1901 extensive experiments were made in Germany with a view to introducing electric railway trains running at a speed of 100 to 150 miles per hour. They were made under government auspices, and attracted world-wide attention. The results have been kept somewhat secret, however. At first it leaked out that there was trouble in transmitting sufficient power over the trolley wires for the distance required, but this was remedied to entire satisfaction, and the trials finally took place during the latter half of October, beginning at 40 miles and gradually increasing in speed until, on the 3d and 4th of November, a speed of 150 kilometers (93.2 miles) an hour was attained. Then the experiments abruptly ceased, for the reason, as it was understood, that at the latter pace the strain on the track and roadbed was so great

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that they had to be repaired at night, and it was found that the limit of practical utility and safety had been reached with the facilities which were then at command.

The nearest approach to an official verdict on these trials which has yet been made was a paper read before an association of railway experts by Moritz Lochner, an eminent engineer belonging to the Prussian State Railway Administration, and who in the experiments represented the government, which had furnished the stretch of military railway line over which the tests were made. The address is withheld from publication, but, in substance, it confirms the conclusions of the other experts, and may be summarized as follows:

The line, 28 kilometers (17.4 miles) in length, was laid with rails of the old Prussian standard, weighing 33.4 kilograms (70.14 pounds) per meter (39.37 inches), resting on metal ties. The track had been in use for a number of years, but prior to the experiments it had been put into perfect repair. At ordinary speeds everything worked perfectly, and no trouble was experienced with rails or motor cars. The side swaying of the cars was scarcely noticeable, not sufficient to cause the slightest inconvenience to passengers. But as a speed of 130 kilometers (81 miles) was approached and exceeded, new and serious conditions were encountered. The rails and ties both proved too light for such a strain, the track began to give way, and the side swaying of the cars increased seriously. The highest speed attained was 160 kilometers (99.4 miles) per hour, on two occasions, and as a result of the conditions then developed the experiments were discontinued, the net result being that up to a speed of 81 miles an hour they had been successful and satisfactory.

But as the pronounced purpose of the trials had been to make tests of speed up to 125 and 150 miles an hour, the actual result spread a chill of disappointment among electricians in this country.

The disappointment lay in the demonstrated fact that a large portion of the German railways could not, even if it were desired, be adapted to high-speed electrical traction without being practically rebuilt.

Additional Entries in A. C. A. Contest

Just before going to press the following additional entries in the A. C. A. endurance contest were given out by the club:

Class A. Gasolene—E. Clarence Jones, 10 hp.
Benz.—Charles E. Miller, 12-hp. Coffee & Sons.
Asborn W. Bright, 12-hp. Packard.

Class B, Section 2. Steam:
F. E. Magee, 4½-hp. Prescott.
Lane Motor Veh., 10-hp. Lane.

Sport and Utility

CHARTS of the course of the 100-mile non-stop endurance contest on May 30 have been prepared by the A. C. A., and also a verbal description of the route. Both will be published next week (May 24) in *Automobile Topics* in a form handy for reference, and will be found of great assistance when going over the course in advance of the contest.

There are a number of grades as steep as 12 per cent. on the way to Southport, and familiarity with these, as well as other details of the course, will assist materially in gauging one's speed, so as to keep within the strict rules laid down by the club.

The observers who are to accompany each vehicle for this contest are to be chosen from the membership of the A. C. A., and if a sufficient number is not secured from this source, the remainder will be drawn from members of the technical press.



CHAUFFEURS, FRENCH AND AMERICAN, CONNECTED WITH THE ESTABLISHMENT OF SMITH & MABLEY IN NEW YORK.

The Dixon Company of Jersey City is conducting a vigorous campaign of education for inducing automobilists to mix a little graphite in their cylinder oil, with a view to economy as well as better running. As economy means also less trouble and greater security, and some of the instances referred to by the makers of the graphite preparations seem well authenticated, readers of *Automobile Topics* may be interested in looking up the subject. One of the Dixon engineers, we are told, indicated the Corliss Refrigerating machine of the Genesee Fruit Company of Rochester. He found that 30 hp. was required to drive the machine. He attached a small hand oil-pump to the steam pipe, mixed a very small quantity of Dixon's flake graphite with their regular lubricating oil and pumped the mixture into the cylinder. After the graphite had had a chance to thoroughly coat

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the inside of the cylinder, and after he had looked over the other bearings of the engine somewhat, and dropped a little graphite here and there, where he thought it would count, he again indicated the engine and found it required 26 hp.—a saving of 4 hp. Their engine runs twenty-four hours a day, seven days a week. Previous to the visit of the Dixon expert the Fruit Company were using seven quarts of oil per week. After his visit they were able to run a week of seven days on only one quart of oil, and a very small quantity of graphite, not only making a saving of at least 75 per cent. in oil, deducting cost of graphite, but also a saving of over 13 per cent. in power.

Among the notables in England who have been converted to automobilism through the quiet, comfortable running of light steam vehicles is Lord Salisbury, who has purchased a Locomobile.

The Kansas City Star still has to learn the rudiments of the automobile gospel. It prints the following:

Kansas City is making quite a respectable showing of automobiles nowadays. Until a year ago these twentieth century machines were seldom seen in Kansas City, but when the people here become interested in anything they usually go into it with enthusiasm. A year from now Kansas City may be quite an automobile town. Will the motor vehicles go the same way as the bicycle? A few years ago Kansas City swarmed with wheels. Now their use seems chiefly limited to messenger boys. The prospect that the motor vehicles may become a fad and then decline in popularity, as the bicycle did, is suggested by the fact that the great interest in automobiles seems to be a fancy for novelty. In the great cities the automobile set are the ultra fashionables. Anything which depends on the smart set for its standing is liable to be thrown aside. The smart set constantly abandons its toys for fresher ones.

Perhaps Kansas City has not yet understood that the mission of automobile traction is stronger and more important in hilly cities than in level ones, and that eventually the economy and convenience of hauling loads by automobile power over steep gradients must show a much greater margin of advantage over horse traction than where level streets permit large loads and fair speed with the latter. Kansas City is distinctly adapted to become the western center for the development of the heavy business automobile.

Julius Stuck, a land agent in Pipestone, Minn., has purchased a gasoline automobile, in which he proposes to take his customers over the prairies of Southwestern Minnesota. Two other gasoline machines, an Oldsmobile and a Haynes-Apperson, are owned in Pipestone.

St. Thomas, N. Dak., has four gasoline automobiles, and three more ordered. Grand Forks, in the same State, has one Locomobile and one gasoline machine in commission, and three machines ordered.

The first theft of an automobile in Detroit has been reported. It had been used only once by its rightful owner, Mr. J. F. Hartz, and was stolen out of his stable at night.

A dealer in Minneapolis reports that he has at present 89 unfilled orders for motor cycles on his books, but in the vernacular of the Northwest this includes automobiles.

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Alexander Winton is at work on a new racing machine, but will not have it ready for the speed trials on Staten Island, May 31, and he will therefore not compete in these trials for the one-mile and one-kilometer straightaway records. Mr. Winton holds the world's track records from one to ten miles, but his machines have never been submitted to a straightaway mile test. The new racer was expected to prove a formidable American competitor at the trials, but Mr. Winton has been quoted as rather opposed to straightaway tests as not affording sufficient variety for bringing out the skill of the operator and the steering qualities of the vehicles.



TOLEDO STEAM VEHICLE RETURNING HOME AFTER WINNING A BLUE RIBBON ON LONG ISLAND.

The Electric Vehicle Company, of Hartford, Conn., are offering a number of desirable bargains in shop-worn, demonstration and second-hand electric and gasoline automobiles. These vehicles are described in a printed price-list issued by the company under date of May 1st, which will be sent to any address on application.

All doubt as to the future of the superfluous horse, once automobilism becomes general, is now at rest. The fashionable chauffeuse now clothes herself in horse skin, and as the number of skins required even for a coat are four at least, only the selected skins of quite young foals being available for the purpose,

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it is just possible that in time international law will have to declare a close season for horse as well as seal.—*Automotor Journal*.

At eight miles per hour, the legal maximum speed, $22\frac{1}{2}$ seconds is required for going from one street intersection to the next one in New York City, where the blocks are one-twentieth of a mile in length. With this in mind, policemen will be able to practice speed-estimating before making arrests.

Alfred Pillsbury, H. Watson and G. F. Piper are young men of Minneapolis who are said to have ordered high-powered racing machines.

After August 1 the advance agents of the "Florodora" company will travel from town to town in two specially-built automobiles, to be known as "The Lady Holyrood" and "Dolores." Both advertising value and economy are expected from the innovation.

"Thousand miles on a motor bicycle in fifty hours" will be the record for which A. A. Hansen, a veteran bicycle rider of Minneapolis, will contend during June. The course will be over roads previously traveled by the rider on an ordinary bicycle.

The Haynes-Apperson Company has finally established an eastern agency for its product; The concern which will have these reliable vehicles for sale is the Brooklyn Automobile Company, at Bedford avenue and Fulton street, Brooklyn.

A 1902 Mercedes Simplex was received at the Custom House in New York last week for Dr. Barouche.

Steam wagonettes holding ten passengers each run regularly every day from New York to Tarrytown, starting at 10 A. M. from the Fifth Avenue Hotel. Passengers must be booked in advance at the office of the manager of the line, Mr. O'Bryan, Broadway and 25th street, New York.

The Irvington-Milburn Road Racing Association will hold a ten-mile motor cycle race, open to amateurs only, in connection with the annual bicycle handicap on Memorial Day. The office of the association is at 150 Central avenue, Newark, N. J.

Hans Petersen, of Minneapolis, has invented an automobile plough, driven by a gasoline motor, with which he intends to "break" his 160-acre claim in North Dakota. He figures wisely on a 25-horse-power motor, and it is hoped that he also figures on a very low speed; otherwise he may be disappointed, from being obliged to restart his motor more frequently than convenient. There are many other points in motor plough construction requiring very careful consid-

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eration, and the world may be pardoned for adopting the same skeptic attitude to Mr. Petersen's invention as it naturally assumes when hearing that a baker's apprentice in Podunk models statuary in biscuit dough which greatly exceeds the works of St. Gaudens in artistic value.

A committee of fifty highly representative citizens in New York have started a postal canvass to ascertain public opinion on the automobile speed question. Their object is to defeat the proposed ordinance raising the speed from 8 to 10 miles per hour. Several of the committee own automobiles.

Experiments are being made on the suburban traffic lines of Vienna with a view to finding out whether gasoline-motor vehicles may be used advantageously for such work. Daimler vehicles of 40 horse-power, and capacity for 30 passengers, were employed, and were found barely able to negotiate the grades with full load. It was also found impossible to operate sufficiently many cars of this description to take care of the traffic during the busy hours, and the trials were pronounced unfavorable for large cities, but are to be continued with other conditions under consideration.

Edward F. Croker, chief of the New York fire department, recently received a new Locomobile, which is of specially strong and heavy construction, with an extra wide seat, which will hold three persons. In short, the carriage is the result of Chief Croker's experience for the last few years in using the Locomobile for his regular work.

The Minister of Railroads in Austria has given a concession for six months for a passenger and freight service by automobiles over a local railroad from Purkersdorf to Gablitz.

The automobile side of our summer of 1902 will be well worth the watching, writes Harper's Weekly. Shall we have plans for new roads, or special automobile roads, or more laws against speed? Shall we get higher rates of speed, or cheaper machines? Probably the improvement in motive power, in cheapness, and in speed will go on. Probably, too, the automobile will push its way into the highways, and people will have to look to their safety with greater care. That is a natural kind of growth, and will doubtless go along on its own sweet way, paying its fines and penalties cheerfully as it goes.

The Steam Vehicle Company of America has closed arrangements for an exclusive American agency for the Aster gasoline motor, and will shortly begin the construction of automobiles equipped with it. One vehicle equipped with a 12-hp. motor of this pattern took part in the A. C. A's club run to Nyack last Saturday, under the guidance of Mr. Leon Schermerhorn, of the Steam Vehicle Company, and proved entirely satisfactory, aside from some tire troubles which delayed the car considerably.

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In the Delahaye cars for 1902 the cylinders are horizontal and the valve chamber in each of the cylinders intersects the combustion chamber vertically. The admission valve forms the upper and the exhaust valve the lower wall. Both are water-cooled. The motor is the "Titan."

An automobile club will be established in Tokio under the auspices of a motor company of Ginza, Tokio. The members of the club will be allowed to ride in the automobiles of the club for the first year, when the club is expected to dissolve itself and the automobiles distributed among the members by means of a lottery. The number of the club is limited to 300. This company expects to manufacture cheap automobiles, so as to enable persons of moderate means to own them.—*Japan and America*.

This plan was proposed in the early days of automobilism in this country, but was never carried out, although it would have afforded an excellent method for the public at large to become acquainted with the merits of the various makes without investing more than a fraction of the cost price by each club member.

Although automobiles in Paris usually command good prices, it is a curious fact that at auction sales first-class machines sometimes go at ridiculous figures. This was the case at Tattersall's on Tuesday, for instance, when a 9-hp. Dietrich, owned by M. Robert Lebaudy, sold for 1,400 francs (\$280), about the price of the upholstery; a 6-hp. Clément sold for 1,300 francs (\$260), a 24-hp. Panhard for 8,500 francs (\$1,700), and a 16-hp. Mors for 6,800 francs (\$1,360).—*New York Herald*.

According to Bulletin No. 1, issued by the National Association of Automobile Manufacturers, the law of Prussia (not Germany) requires that every steam boiler must be provided with a manhole by which it can be entered and inspected from within. The N. A. A. M. has placed this matter before the State Department at Washington, which has promised to investigate and report. The United States consul at Berlin states that in case the boiler inspection law, above referred to, is repealed, Prussia would offer a very promising field for the sale of American steam carriages of the runabout type, costing from \$700 to \$1200 each.

Winners of Fuel Consumption Tests

COMPETITION in the fuel consumption test, it is announced, will be compulsory for all participants in the A. C. A's 100-mile non-stop endurance contest on May 30.

Official figures of the fuel consumption test held in connection with the Long Island Automobile Club's endurance run have been announced. B. L. Wright's Grout machine won the steam class (12 gallons gasoline); R. M. Owen's Oldsmobile, in the lightweight gasoline ($3\frac{1}{6}$ gallons); J. C. Chase's Knickerbocker, in the middleweight gasoline ($4\frac{2}{6}$ gallons); J. Insley Blair's Panhard, in the heavyweight gasoline class (13 gallons). Only a comparatively small number of operators elected to take part in the contest, which was optional with the contestants.

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

E. E. SCHWARZKOPF, *Editor.*

MARIUS C. KRARUP, *Associate Editor.*

VOL. 4 No. 5

NEW YORK, MAY 17, 1902

PRICE TEN CENTS

AUTOMOBILE TOPICS is published weekly, by Automobile Topics, No. 29 West 42d Street, New York. Subscription price, \$4.00 a year in the United States and Canada, or in foreign countries within the Postal Union, \$6.00 (gold) in advance. Advertising rates may be had on application.
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AUTOMOBILISM IN NATIONAL POLITICS

WHILE the European governments are taking a direct interest in automobile progress even to the extent of organizing races—as well as prohibiting them—the question naturally arises whether the principle of automobilism should be considered of sufficiently vital importance to the American nation to justify our Federal government in taking a hand in the developments. It could do so in many ways which would tend to establish secure data for the industry, but it is commonly argued that government assistance in such affairs is against the spirit of Anglo-Saxon institutions and all the traditions of the Western Hemisphere. These are big words of misty meaning, but they seem to be potent in shaping convictions. Yet it seems strange that they should be uttered by men who, on the other hand, are perfectly willing to have the government conduct a war in the Philippines with marked severity for no other possible purpose that can have anything to do with the welfare of the people in the United States than to give some of them a new field where to exploit industrial or commercial schemes. It might be said that our traditions are compatible with government assistance tendered Americans against foreigners, but not with similar assistance affecting ourselves only. The protective tariff is a measure of this nature, however, and its existence removes the possibility of this interpretation. Apparently there remains only one explanation of what the tradition and the Anglo-Saxon spirit imply. Sad to say, it is this, that government interference is permissible when it will benefit some at the expense of others, but not when it would benefit all. If this estimable tradition should be revised in a near future, it is to be hoped that the automobile movement may be selected as one of the first to receive the benefit of a more timely policy. The first

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gleam of new light is perhaps revealed in the bill introduced in Congress asking for a one hundred million dollar fund to be set aside for government assistance in road improvements.

READY BONDS FOR AUTOMOBILISTS

CONSIDERABLE annoyance has been caused automobile owners who have been rightfully or wrongfully arrested for alleged excessive speed, from the necessity of producing bonds for their appearance in court, or, alternatively suffer the ignominy of being locked up in jail. This necessity, in the nature of things, is most likely to arise at a moment when time is precious. In fact the very urgency of despatch may in several instances have been the underlying cause of the arrest. A suggestion has been made by Mr. Adams of the Adams-McMurty Company in New York, which seems to obviate the requirements under such circumstances. He proposes that one of the many surety companies undertake to furnish the necessary bonds, either on its own responsibility, or in co-operation with the automobile clubs, and that each automobilist take advantage of such arrangements to provide himself or herself, in advance of the necessity, with a document in which the required amount of surety may be filled in when the emergency arises, but otherwise in due form as a bond for appearance. With a document of this character in his or her possession, the automobilist would not be subject to vexatious delays, yet the demands of the law would be complied with, and the surety company could guard itself against abuse by stipulating a maximum amount as well as the nature of police charges to which it would be applicable.

MAYOR LOW'S SEWER TRIP

IT has been said that modern Americans have this in common with the ancient Greeks—they remain big children long after they have grown to maturity, and that their greatness, as a nation, is very largely due to the impetuous love for strong effects and new sensations which is incarnate in youth of all nations, but in most of them becomes repressed through the responsibilities of adult life and bread-winning. Our child-like love for the unusual, crops out in unexpected ways. Thus it is said that Mayor Low of New York, and his retinue, will inspect a large sewer in Brooklyn, seated in an automobile, which will be lowered into the sewer and driven through it for a mile or more, seventy feet under the surface of the streets. It is the desire of the Sewer Department, it is said, to impress the city officials in general with the great need of large sums for pushing new improvements in the drainage system to completion, and this is the method adopted. For inspection purpose, walking would, of course, be much better; but that is not the way we do things.

ROADS WITH STEEL STRIPS

PERHAPS the solution of the "dust problem" may come through "steel roads." There is no doubt that automobiles, macadam, and high speed, form a combination which creates an unsufferable amount of dust, and this evil is one of the most serious drawbacks to the enjoyment of automobile

travel. Before entering too deeply into the extensive plans for road improvement which have been favorably received of late, it seems therefore highly suitable and timely that members of the Automobile Club of America have taken up the steel road question in earnest, even to the extent of planning the building of sample sections over a considerable mileage. It is just possible that this enterprise may lead to a demonstration which will alter the complexion of road improvement problems entirely, and may become the entering wedge for introducing an intermediate between railroads and common highways, peculiarly adapted for the age of power vehicles. In this respect the United States may set the pace for the world, by virtue of the very backwardness of our road system, coupled with our abundant means for instituting a new and better system for this and future generations.

The Electric Market Active

WHILE gasoline and steam vehicles still occupy the foreground in long-distance speed races, there has at the same time been a steady increase in the public's appreciation of the comfort and elegance inseparable from electric traction. The Electric Vehicle Company, of Hartford, report the continued receipt of large orders for all of their leading styles. The company had looked forward to a greatly increased business this season, but had scarcely anticipated the size of the demand for certain of their models. In a circular letter to their agents, they state that the new Columbia victoria, with divided battery, has proved to be the most satisfactory and popular electric vehicle ever placed on the market. The first lot, made with a view to lasting out the 1902 season, had been entirely sold by the fifteenth of April, and work was already well under way on a new lot from which deliveries will be made before the first of June. The new victorias, while preserving in full the fine lines and general constructive design of their predecessors, will embody certain changes, each in the line of decided improvement. The double motor equipment will be more efficient and powerful, gear and brake surfaces will be increased, the front bonnet will be removable, and the seat board hinged so that the batteries will be readily accessible for inspection at all times without taking them from the vehicle. These changes will materially increase the cost of production, and the company have changed the price of the victoria with hood from \$1475 to \$1600; without hood, from \$1350 to \$1500. The company state that the added value of the vehicle to the purchaser will more than compensate for the increase of price, and have every assurance that the new lot will be disposed of rapidly.

Echoes of Long Island Contest

FROM the following letters it will be seen that there is some smouldering dissatisfaction with the manner in which awards were distributed in the Long Island contest, and as it may be taken for granted that the Long Island Club entertained the most sincere desire to do justice to all, the publication

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of the letters may serve to emphasize the necessity of explicit rules and supervision by the American Automobile Association in all future events:

Editor Automobile Topics.—Now that time may have quieted and calmed the indignation of the officials of the Long Island Automobile Club against the outlaws in the Endurance Contest of April 26, I would like to say a few words. Bear in mind that I have nothing to say against being disqualified. If I broke the rules, I deserved it; but I assure you that the officials are also to blame for not explaining to the contestants that they would be disqualified if they covered the run under a certain time. I knew I would get no credit for any time exceeding the limit, but I was never notified that I would be disqualified for so doing. My controller never told me that I was exceeding the limit; in fact I did not know at any time how far I had gone, or how much further I had to go.

I started out with the intention of keeping a fair pace right through, but when I saw machines whizzing past me, and the operators turning around and giving me the laugh, and some of the controllers doing the same, I let my machine out a little, and finally, on the top of Roslyn Hill, when one of the officials (or, at least he seemed to be one) told me that a certain operator left word for me to come on—well, that was all I could stand, and I went on, and overtook this operator, and he came in about an hour after I did. You may say that this was no excuse for breaking the rules. Perhaps not. I don't wish to make any excuses; but why should those who came in 10 minutes ahead of time be excused? That looks like favoritism. If the rules are broken, let all be punished, even if they are only a minute ahead of time.

Now, the Long Island club officials are making quite a fuss, and calling us all manner of names; but how about the speed contests on the Coney Island Boulevard last fall? I paid my entrance fee, went to the expense of fitting an extra motor on my tricycle; went over to Brooklyn at the expense of fully \$200. The tricycle events were advertised and scheduled to come off first; but no! the big machines and the millionaires and high-standing members of the clubs were allowed to have their trials first, and when it came time for the smaller machines they were allowed to go over the course, but no matter about their time! It was too late, and it was put off, never to be finished. But of course this was no outrage; it was all right. Perhaps so; but I have not seen a properly-managed race yet, and I do not care to enter any more such contests. I am willing to go on a mile track and run 100 miles or 500 miles against any machine of the same horse-power as mine, or even three or four horse-power more, in a contest of speed, durability, consumption of fuel and water, etc.; but no more such endurance contests as the recent one for me.

KENNETH A. SKINNER.

41 Stanhope street, Boston, May 10, 1902.

The following letter from Mr. England we take from the New York Sun, in which publication it first appeared, as if the writer doubted the impartiality of the automobile press:

Since it seems impossible to obtain any recognition from the officials of the Long Island Automobile Club, I am compelled to ask for a little space in which I may endeavor to obtain some recognition for the performance of my automobile, No. 71, in the recent endurance run.

The club selected Mr. C. E. Whitney, No. 123 Liberty street, as my observer, and we made the start from Jamaica at 9.47 A. M. We did no "scorching," and complied with all the rules and the spirit of the contest from start to finish. Before half the course was covered, the map provided by the club was blown from the hands of Mr. Whitney, who instructed me not to stop for it, so that for the remainder of the run we were compelled to rely on what scant information we could glean from the "natives" as to our whereabouts, and the distance covered, since we were both unfamiliar with the roads. When we reached Springfield, seven miles from the finish, we were told by several residents that it was nine miles to Jamaica, and our speed was so regulated that we might finish two or three minutes after the six hours and forty minutes time limit had elapsed.

Before we were aware of our position, we found ourselves in the streets of Jamaica, and as we could not go off the course, we were compelled to finish, which we did at 4.20, seven minutes under the time limit, having made the run without a stop, and earning a blue ribbon and 100 per cent. certificate.

The whole matter was fully explained to several club officials, who promised to use their efforts to see that we were not disqualified, and to follow the matter up, I addressed a full explanation to Mr. Pardington of the Long Island Club a day or two afterward. Receiving no reply, I wrote another letter to Mr. Pardington, who was chairman of the run committee, and so far none of the club officials has done me the courtesy to

AUTOMOBILE TOPICS

even acknowledge the receipt of my letters. I entered the contest as an owner, for the sport only. I am not connected with the automobile industry. I earned fairly a blue ribbon and decent recognition of the performance of my car. I did not belong to the "outlaw" class of road hogs who did the sport so much injury by their disregard of decency, and the rights of others; and by ignoring our performance I have been placed in this class, which is the most disagreeable incident of all.

Last Wednesday the Long Island Club announced that all those who did not exceed the time limit by more than ten minutes would receive the awards, thus placing my car on the list eligible for the honors. Thinking that possibly a little publicity may start the sluggish wheels of sportsmanship in the Long Island Club, I respectfully request that this letter be given space in your paper.

Passaic, N. J., May 6.

I. W. ENGLAND, No. 71.

England's "Big Event" in September

HOW automobile contests are now managed in England may be judged from the following details relating to the "Big Event of 1902" in that country, which will be held under the auspices of the Automobile Club of Great Britain and Ireland. It has been finally decided to hold these trials in September instead of July, in conformity with the written wishes expressed by the majority of manufacturers. The trials organization committee have decided that before the trials lots shall be drawn each day for the order of starting. Sparking-plugs or tires may be changed during cleaning and repair time without notice. Tremblers may be changed, but notice must be given of such change. Two men for washing and preparation will be allowed per day for a total time not exceeding two hours, either night or morning. Owners must state the bore, stroke, and number of cylinders of their engines, and after the trial these measurements will be subject to checking by the judges at the written request of the owner or of three competitors. Sprocket changing for speed trials or hill-climbing will not be permitted. Steam cars will be classed with gasoline cars, but marks which are deducted for stops made for water or fuel and the cause of the stoppage will be specified in the results. The hill-climbing formula will consist of the horsepower as shown by performance multiplied by 10,000 and divided by price, thus:—

$$\frac{\text{Hp.} \times 10,000}{\text{Price.}}$$

The speed formula will be in miles per hour multiplied by 10.

A special formula will come into force for the hill-climbing day, so as to take into consideration, as a factor, the gasoline consumption, viz.:—

$$\frac{\text{Hp.} \times 100,000}{\text{Price (£)} \times \text{Pints of fuel consumed.}}$$

Only horsepower and weight will be taken into consideration in awarding other marks, the following formula being used to arrive at results:—

Hp. as shown by performance.

Weight in cwts. (without passengers) \times the number of passengers carried.

The "horsepower as shown by performance," is to be estimated as follows:—
Vertical height of hill in feet \times weight of car and load in pounds, + 40 pounds
for every ton of total weight.

$$\frac{\text{Time in minutes.}}{33,000.}$$

AUTOMOBILE TOPICS

Inefficient steering gear or brakes will entitle the judges to deduct marks to any extent, or even to disqualify a vehicle entirely. After June 28 the entrance fee is to be increased 25 per cent. per week, August 2 being the final closing day. The cars must be provided with comfortable seating accommodation and be similar to those sold by the makers in the ordinary way. Excess passengers carried, beyond those for whom seating accommodation is provided, will not be taken into account. Following the recent French innovation, it is suggested that each competitor must find an observer, who will observe on another competitor's car, and not on the car of the competitor by whom he is found.

The judges will probably be composed of three judges who have served in connection with former club trials, three members of the club who are not connected with the trade, but who are engineers, and six members of the trade, of whom not more than three may serve at the same time. No judge who is a member of the trade will judge a class in which his cars are competing

Conditions of Staten Island Races

IN accordance with its announcement on February 1, the Automobile Club of America will hold, Saturday, May 31, on the South Shore Boulevard (near Grant City), Staten Island, N. Y., a contest for the mile record, all classes of motor vehicles. By a recent decision of the governors, the contest will include also a series of kilometer trials. The following are the conditions which will govern this event:

The contest will be held under the Racing Rules of the American Automobile Association.

Entry blanks will be furnished upon application to the secretary, S. M. Butler, 753 Fifth Avenue, New York City.

The time for receiving entries will expire on May 24, 1902.

The entrance fees will be as follows: For motor bicycles and tricycles, \$5.00 for each vehicle. For all other classes, \$10.00 for each vehicle.

The entrance fee must be paid to the treasurer of the club at the time application for entry is made.

The contest will be held on Saturday, May 31, weather permitting, or on the following Monday, June 2, should the weather on Saturday prove unfavorable.

Classification: Vehicles shall be divided into eight classes, as follows:

Class 1. Motor bicycles, carrying one person.

Class 2. Motor tricycles.

Class 3. Gasolene vehicles, under 1000 pounds.

Class 4. Gasolene vehicles, 1000 to 2000 pounds.

Class 5. Gasolene vehicles, over 2000 pounds.

Class 6. Steam vehicles, all weights.

Class 7. Electric vehicles, all weights.

Class 8. Free for all; any weight; any power; against time.

Weight of vehicles to be taken in racing trim. Vehicles entered in Classes 3, 4 and 5 must report in racing trim at the club-house, 753 Fifth Avenue, New York, on May 28, 29, or 30, between the hours of 10 A. M. and 5 P. M., so that they may be sent to the scales to have their official weight taken.

AUTOMOBILE TOPICS

Vehicles with seats for two persons need carry only one person.

No manufacturer, agent, or private owner will be allowed to enter more than three vehicles in any one class.

The course is one mile. (The arrangements in regard to the kilometer trials are not yet made.) The contest will start promptly at 11 o'clock A. M.

No speeding of automobiles will be permitted prior to the contest, because of the danger of injury to people who are arriving on the course.

No horse-drawn or motor vehicles, except those taking part in the contest and vehicles used by the racing committee, will be allowed on the course during the contest.

Prizes: Silver medals will be awarded to the vehicles making the best time in the bicycle and tricycle classes.

Gold medals will be awarded to the vehicles making the best time in the gasoline, steam and electric classes.

Silver medals will be awarded to the vehicles making the second best time in the gasoline, steam and electric classes.

Bronze medals will be awarded to the vehicles making the third best time in the gasoline, steam and electric classes.

In Class 8, free for all, no medals will be awarded. A certificate, however, stating the time, will be given.

Trade Notes and News

LADIES' AUTOMOBILE JACKET. —

The accompanying illustration shows a ladies' automobile jacket which has just been designed by Demmerle & Co., 248 West 23d street, New York. It is made of the finest light-weight French kid, in black or tan, and is lined with fine satin. To the same concern has been granted a patent on an automobile gauntlet which fits close to the wrist, excluding dust and rain, and preventing drafts up the sleeve.



COLUMBIA MARK XIX SURREY, almost new, with top and extra tire; battery guaranteed forty miles on one charge.

Price, new, with extras, \$1,650. Sale price, \$1,200. Owner about to purchase a touring car. Address D. W. Sowers, Buffalo, New York.

FREDERICK J. NEWMAN has severed his connection with the Westinghouse Electric and Mfg. Co., of Pittsburg, and has established an office at 504 Lewis Building, Pittsburg, as consulting and automobile engineer. Mr. Newman was formerly connected with the Woods Motor Veh. Co., of Chicago, then known as the Fisher Equipment Co., and previously had experience in the line of electrical and mechanical engineering.

WAVERLEY ELECTRIC ROAD WAGON, with top, substantially new, for sale at a bargain. Enquire of H. M. Quackenbush, Herkimer, N. Y.

PURCHASERS for imported and domestic automobiles constantly on hand. Those desiring to sell can make quick deals. R. E. Jarrige, Yacht and Automobile Broker, 523 Fifth Ave., New York. Telephone, 6025-38th.

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C. J. FIELD, 152 West 38th Street, New York Agent French Darracq Motor Cars. Immediate delivery. Note change address.

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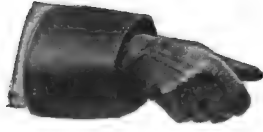
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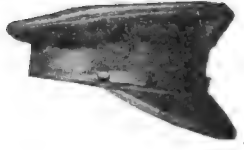


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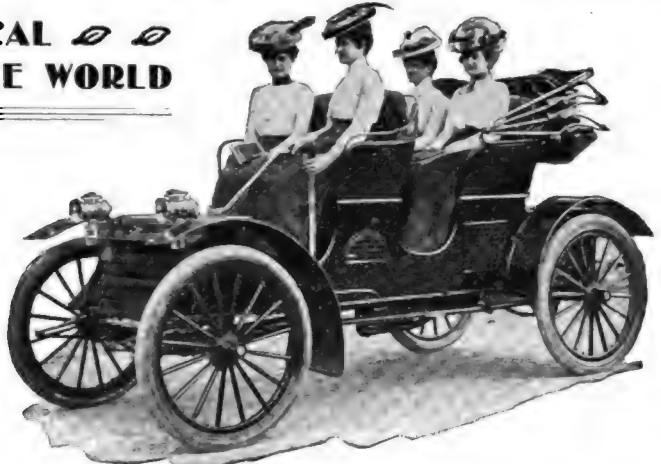
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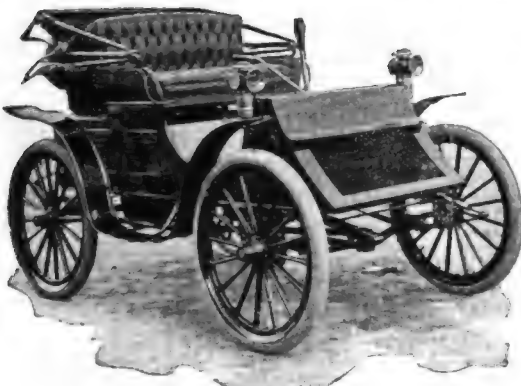
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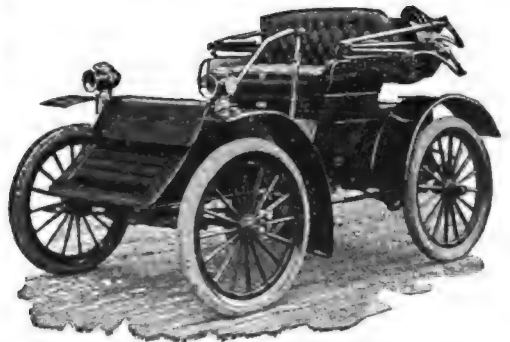
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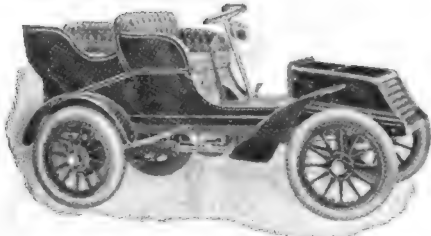
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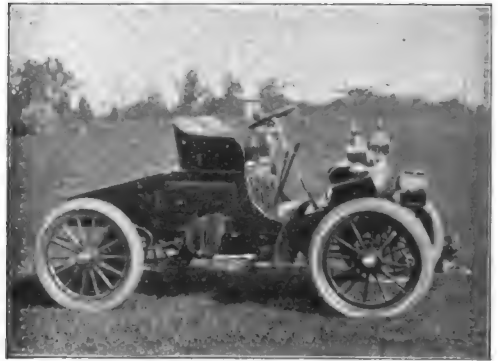


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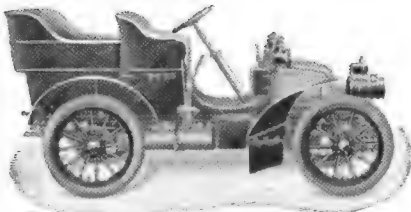
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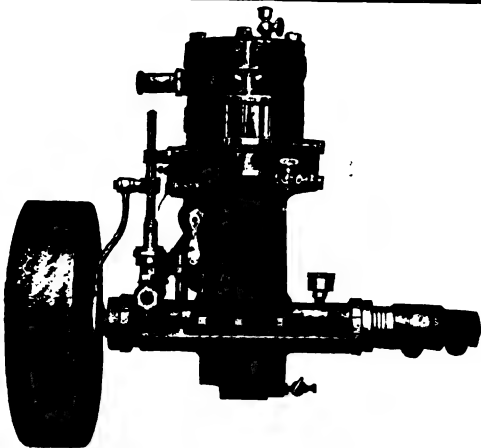
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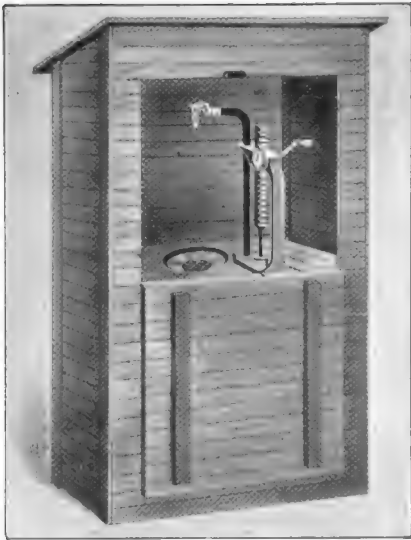
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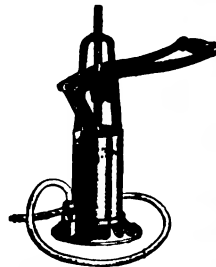
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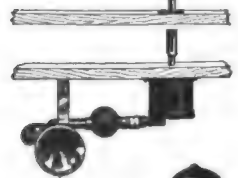


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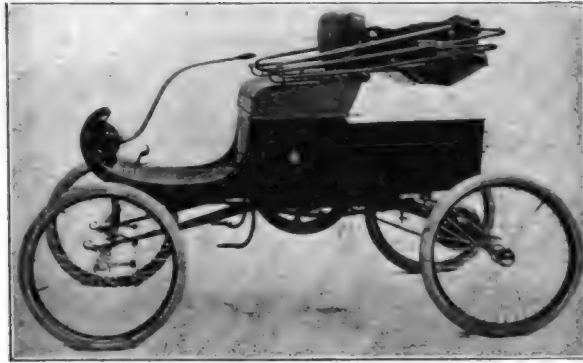
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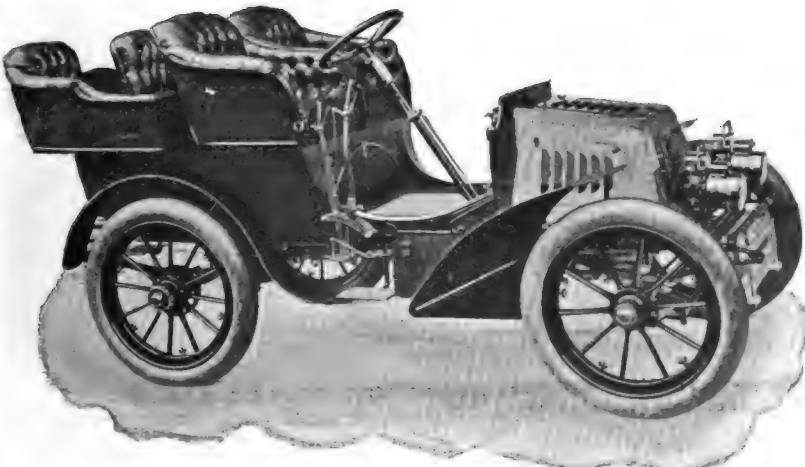
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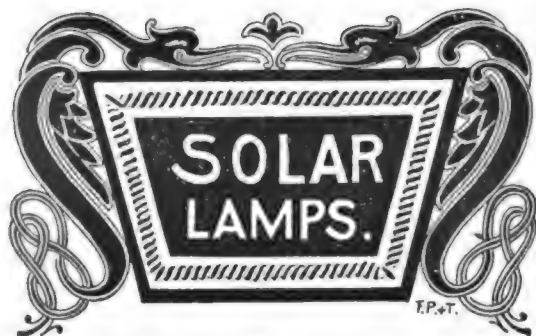
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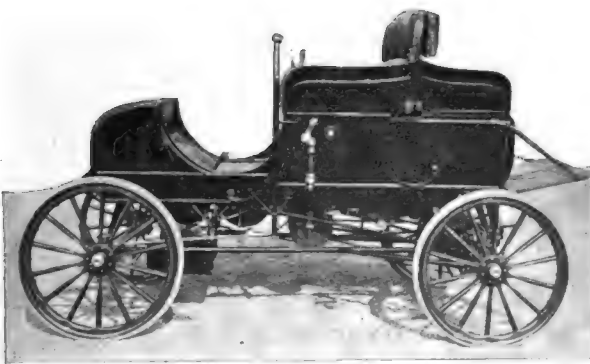
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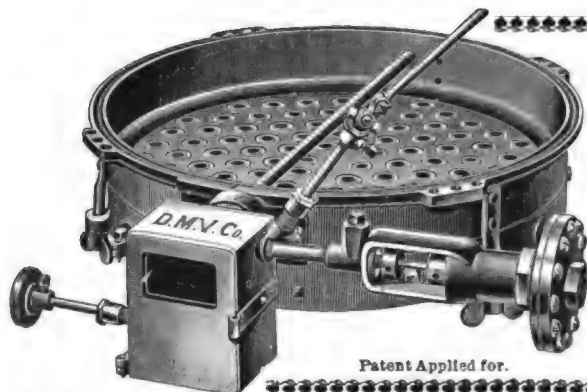
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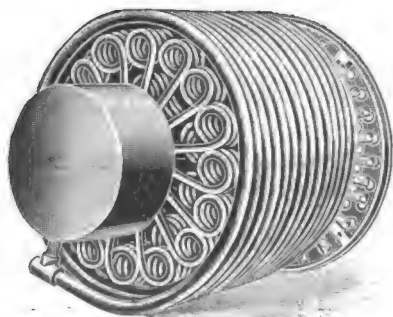
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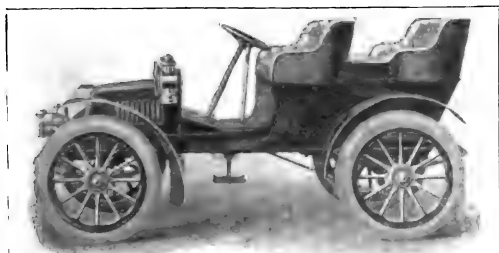
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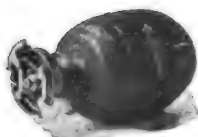
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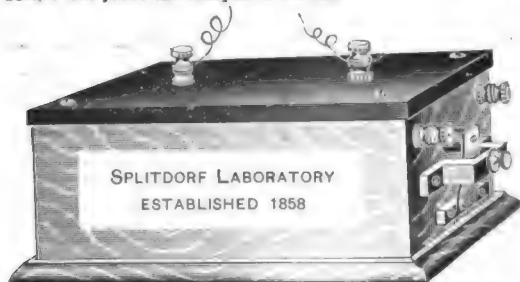
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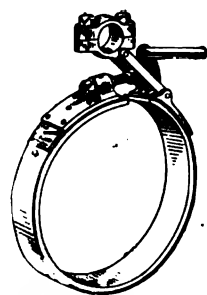
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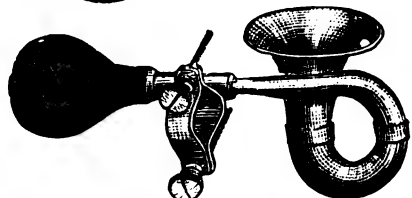
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- 15 H.P. (2 cylinders) all Water-Cooled, running up to 1,200 revolutions.**

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The Publication Offices of Automobile Topics have been removed from the Park Row Building to larger quarters in the Spalding Building at No. 29 West 42d St., N. Y. City



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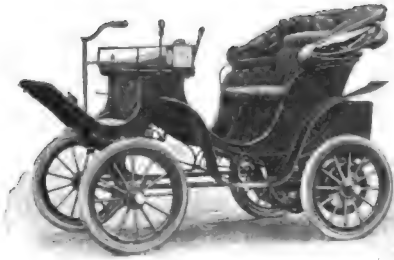
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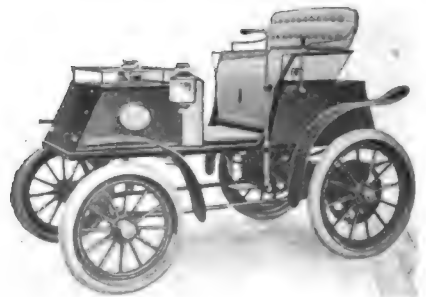
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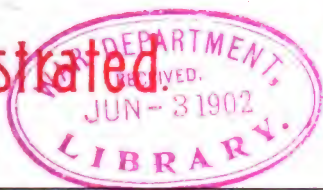
CHICAGO SHOWROOMS, 1421 Michigan Avenue

Illustrated Description of 100-Mile Course

New York-Southport.

Automobile Topics

Illustrated



Vol. IV.

NEW YORK, MAY 24, 1902.

No. 6.



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ONE MILE BEYOND LARCHMONT ON THE A. C. A. NON-STOP CONTEST COURSE.

EVERY SATURDAY

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ON

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100 MILES NON-STOP ENDURANCE CONTEST

TO BE HELD MAY 30th

AND THE

One Mile Record Speed Trials

TO BE HELD MAY 31st

ORGANIZED BY THE

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Automobile Topics

Illustrated.

VOL. IV.

MAY 24, 1902.

NO. 6

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HIGHEST POINT ON COURSE OF NON-STOP CONTEST, AT THE CONGREGATIONAL CHURCH, GREENWICH; SOLDIERS MONUMENT SEEN BETWEEN THE TREES. CONTESTANTS TURN TO THE RIGHT, DOWN PUTNAM HILL.

Automobile Topics

Illustrated.

VOL. IV.

MAY 24, 1902.

No. 6

NOTICE.—The engravings in this issue relating to the Non-Stop Contest are arranged in the order of the progress of the contestants, with the exception of the picture on the opposite page. The two last views are taken going east on the return trip.

Complete Rules for Non-Stop Contest

TIME for receiving entries in the 100-mile non-stop contest of the Automobile Club of America will expire Saturday, May 24, and it is to be hoped that a large number of contestants, in addition to the list published in this issue, will have signified their intention of participating before *Automobile Topics* reaches its readers. The course is a highly attractive one, and crowded with variety of road surface, which will test the merits of the vehicles in no small degree. It will try the ability of the operators, especially of gasoline cars, in even a greater measure, and the strict rules which the club will make it a point to enforce will greatly enhance the significance of the event.

It may be predicted with safety that those who come through the contest with honors will subsequently find it highly profitable to dilate upon their performance in the advertising columns of the press; and, on the other hand, the public at large, when made fully conversant with the difficulties of the course, will be willing to accept the results as going far toward establishing guarantees of merit by which one may well be guided when contemplating the purchase of an automobile.

The contest will be governed by the following rules and regulations:

RULES AND REGULATIONS.

I.

It will be assumed that every contestant is acquainted with the rules of the contest, and by entering therein he agrees to abide by said rules. In the event

AUTOMOBILE TOPICS

of dispute concerning the interpretation of the rules, the decision of the contest committee shall be final. The committee reserves the right to alter or amend these rules from time to time, as it may deem expedient.

II.—LIMIT TO NUMBER OF VEHICLES.

The contest will be open to all classes of self-propelled vehicles made in the United States or abroad so constructed that at least two passengers are carried, seated side by side; but no manufacturer, agent, or private owner shall be allowed to enter more than three vehicles in any one class.

Entry blanks will be forwarded by the club secretary upon request.

III.—ENTRIES.

- (a) The time for receiving entries will expire on May 24, 1902.
- (b) All entries must be accompanied by the following information in full:
 - Weight of the vehicle, including fuel, supplies and equipment.
 - Water capacity; gasoline capacity.
 - Name of manufacturer.
 - Place of manufacture.
 - Make and size of tires.
 - Number of passengers the vehicle can carry.
 - Motive power.
 - Rated horse-power of the motor, number of cylinders, bore, length of stroke, and number of revolutions at normal speed.
 - For electric vehicles:
 - Weight of battery.
 - Number of cells.
 - Ampere hour capacity.

IV.—ENTRANCE FEES.

(a) The entrance fee will be \$10 for each vehicle, which shall be paid to the treasurer of the club at the time application for entry is made.

(b) Each person making an entry agrees that in the event of the vehicle being disqualified, or failing to take part in the contest, the entry fee shall be retained by the club.

(c) The club shall have the right to refuse an entry without stating any reasons.

V.—CLASSIFICATION.

Vehicles shall be classified as follows:

Class A. Gasoline vehicles, to complete the 100-mile course without stop.

Class B. Steam vehicles will be divided into two sections, as follows:

SECTION I. Steam vehicles to complete the 100 miles without stop.

SECTION II. Steam vehicles to complete the 100 miles, with two stops. The first stop to be made 33 1-3 miles from New York, where gasoline and water may be taken on board, and where the vehicle may be lubricated, but not adjusted or repaired in any way while it is standing still. The second stop will be made 66 2-3 miles from the start, where gasoline and water may be taken on board,

AUTOMOBILE TOPICS



SHORE DRIVE AFTER TURNING LEFT FROM PELHAM BAY PARKWAY—LOOKING NORTHWEST.



ON SHORE DRIVE NEAR PELHAM (EASTCHESTER) BAY LOOKING EAST.

AUTOMOBILE TOPICS

and where the vehicle may be lubricated, but not adjusted or repaired in any way while it is standing still.

Class C. Electric vehicles will be divided into three sections, as follows:

SECTION I. Electric vehicles to complete the 100 miles without stop.

SECTION II. Electric vehicles to complete the 100 miles with one stop, at a point 50 miles from the start, where batteries may be replaced, but the vehicle not adjusted or repaired in any way while it is standing still.

SECTION III. Electric vehicles to complete the 100 miles with two stops, the first to be made 33 1-3 miles from the start, the second to be made 66 2-3 miles from the start, at both of which batteries may be replaced, but the vehicle



BETWEEN NEW ROCHELLE AND MAMARONECK—ENTERING LARCHMONT.

not repaired or adjusted in any way while it is standing still.

VI.—OBSERVERS.

(a) Every vehicle shall carry an official observer, who will be provided by the club.

(b) Observers will record the actual time of the start and completion of the contest, and also the time of all stoppages from the actual stop to the actual start of the wheels, from whatever cause, and the cause of each stop must be recorded in full on the record sheets with which they will be provided. Observers will also keep an accurate record of the amount of gasoline put into the tank after the start.

AUTOMOBILE TOPICS

(c) It shall be the duty of the official observer to caution the operator of the vehicle in which he rides when he has used less time between controls than that shown on the schedule, but any action or lack of caution from the observer is not to relieve the operator of the vehicle from his responsibility concerning the speed. Should the observer's caution be disregarded, it shall be the duty of the observer to note this fact upon his record sheet.

(d) Observers may render any assistance within their power to the operator of the vehicle.



BETWEEN MAMARONECK AND RYE.—GOING EAST.

VII.—OPERATORS.

There will be no restriction as to operators of vehicles, but no change of operators will be permitted after the start is made, except in case of illness.

The operator of each vehicle will provide luncheon for himself and the official observer, and also such drinking water as they may require en route, in order that no stops may be necessary for luncheon or to obtain drinking water.

VIII.—PASSENGERS.

Each vehicle shall carry at least two passengers, one of whom shall be the official observer appointed by the club.

AUTOMOBILE TOPICS

IX.—STOPS.

(a) All stops from whatever cause will be timed and recorded by the official observers. Stops for the following causes will be considered involuntary stops, and will not count against the vehicle, or render it ineligible to compete for a certificate, although such stoppages must be recorded as set forth above:

1. Tire troubles.
2. Stoppages by the police.
3. To avoid frightening timid horses.
4. To render aid in case of accident.
5. Impassable railroad crossing.
6. Road blocked by traffic.
7. Demands of nature.

(b) If necessary, the motor in any vehicle having an explosive engine may be stopped during the time required for repairing tires, or because of frightening horses.

(c) During stoppages from any of the causes above enumerated the vehicle shall be subjected to no attention or manipulation of any kind, except replacing or repairing tires, and shall proceed as soon as the cause for stoppage has ceased.

X.—SPEED.

(a) An average speed of eight miles per hour (exclusive of the involuntary stops mentioned in Rule IX) must be maintained over the whole course to render a vehicle eligible for a certificate.

(b) On passing a green flag, which will be placed on the right side of the road at the entrance of all towns, on the outward journey, no speed in excess of eight miles per hour will be permitted until a white flag is reached, when a speed not exceeding 20 miles per hour will be permitted in the State of New York, and not exceeding 15 miles per hour in the State of Connecticut.

No average speed for the run in excess of 15 miles per hour will be recognized or permitted.

(c) To prevent excessive speeds, vehicles will not be permitted to arrive at and pass the first control at Mianus (33 1-3 miles) before the expiration of 2 hours and 15 minutes from the time of departure from the start; nor to pass the turning point at Southport and return to the second control at Mianus (66 2-3 miles) before the expiration of 4 hours and 30 minutes from the time of departure from the start; nor to arrive at the finish in New York City before the expiration of 6 hours and 40 minutes from the time of departure from the start. Vehicles which arrive at said controls before such times will, *by that fact*, be subject to disqualification.

(d) Detours to avoid arriving at controls before the time above mentioned will be counted as stops.

(e) Any driver, owner, nominator or manufacturer of any vehicle taking part in the contest who shall be disqualified shall have his or their names reported to the secretary of the American Automobile Association and such driver, owner, nominator or manufacturer will be disqualified by said association.

XI.—ROAD REGULATIONS.

All vehicles passing other vehicles going in the same direction must pass to

AUTOMOBILE TOPICS

the left in accordance with the rules of the road, and vehicles meeting each other must pass to the right.

Vehicles must keep to the right of the center of the roadway, except when there are no approaching vehicles and the conditions are such that it is impracticable to travel on the right side of the roadway. If, for any reason, it is necessary for vehicles to travel on the center or left side of the roadway, such vehicles must cross to the right side, irrespective of the condition of the roads, as soon as signaled by an overtaking or an approaching vehicle.

Vehicles must signal one another when approaching in either direction.

XII.—CERTIFICATES.

Certificates will be awarded only to those vehicles which go over the course as per the time limit without a stop other than those mentioned in Rule IX., and



LEAVING STATE LINE AFTER CROSSING BYRAM RIVER.

Fork at Top of Steep Rough Hill (8 per cent.). Here Turn to the Right, Short Down Grade (11 per cent.) Steep and Narrow.

the stops provided for Classes B and C, and will state:

Name of maker

Entered by

Number of passengers carried

Make and size of tires

Amount of gasolene consumed

Amount of gasolene consumed in proportion to weight

AUTOMOBILE TOPICS

Amount of water consumed (for steam vehicles)

Rated H. P. of motor.

For Electric Vehicles :

Ampere hour capacity of battery

Number of cells

Weight of battery

Number of replacements.

XIII.—WEIGHING OF VEHICLES.

All parties making entry for the contest shall appear before the committee at the Automobile Club on Thursday, May 29th, 1902, between the hours of 9 A. M. and 6 P. M., and after receiving their official number shall go to a place designated by the committee and have their vehicle weighed and an official seal affixed thereto.

XIV.—NUMBERS.

Each contesting vehicle must have securely attached to it in a conspicuous position an official letter and number. There shall be no other mark or sign on any vehicle other than the owner's initials and the manufacturer's name or number plate as affixed to a vehicle when sold to a customer. Each official observer will be provided with a distinctive badge, bearing the official number of the vehicle in which he is to ride, which must be conspicuously worn on the outside of the coat.

XV.—STARTING OF THE CONTEST.

All steam and gasoline vehicles entered for the contest must report on Friday morning, May 30th, at 7 A. M., at the corner of 58th Street and Sixth Avenue, where gasoline and water tanks will be examined by the committee's representatives and any shortages replaced, so that all such tanks shall contain their full capacity at the time of starting.

The vehicles will then line up, irrespective of numbers, in 58th Street, on both sides of the street, facing east. The first vehicle will take its place in 58th Street at the corner of Fifth Avenue. Entry into 58th Street must be made from Sixth Avenue. No vehicle will be permitted to enter from Fifth Avenue or from the Plaza. The vehicles will be started at half-minute intervals.

The start will be made at 8 o'clock sharp. (Changed to 9 o'clock.)

XVI.—GASOLINE AND WATER CONSUMPTION.

Every vehicle driven by an explosive motor shall have its water tank and gasoline tank full at the time of the start. On the return of such vehicle at the finish in New York the gasoline tank will be refilled and the amount of gasoline required for such purpose accurately measured and recorded.

Every vehicle driven by steam shall at the start have the gasoline and water tanks filled full. At 33 1-3 miles from the start the water and gasoline tanks will be filled full and a record kept of the same. At 66 2-3 miles from the start the water and gasoline tanks will be filled full and a record kept of the same. On finishing the run at New York the water and gasoline tanks will be again filled full and a record kept of the same.

The Club will furnish the necessary gasoline and water required to fill tanks at the points above mentioned.

By this method an accurate record will be kept of the amount of gasoline

AUTOMOBILE TOPICS

used by vehicles driven by an explosive engine, and the amount of gasoline and water used by vehicles driven by steam.

XVII.—PROTESTS.

Any one desiring to enter a protest must deposit with a member of the committee ten dollars (\$10), which sum will be retained by the Club if the protest is not sustained. He must submit his protest in writing before 11 P. M. of the day of the contest, when it will be considered by the committee at the earliest practicable moment and decision rendered.

XVIII.—FINISHING OF THE CONTEST.

The finish of the contest will be made in a roped-off enclosure on 60th Street, east of Fifth Avenue. Every vehicle finishing must enter the enclosure at slow speed and not leave it until ordered so to do by the committee or their representatives.



PART WAY DOWN PUTNAM HILL, 13%, AFTER LEAVING GREENWICH, GOING EAST (NORTH).

Entries in Contest and Races

UP to May 21 the following entries had been received by Secretary Butler, of the A. C. A., for the non-stop endurance contest on May 30 and the speed trials on Staten Island, May 31. A considerable number of additional entries for both events are expected before the expiration of the time limit on May 24.

FOR THE ENDURANCE CONTEST.

Class A (gasolene).—A. R. Shattuck, 12-hp. Panhard; Alden L. McMurtry, 12-hp. Packard, 16-hp. Packard; Geo. F. Chamberlin, 16-hp. Panhard; Sidney Dillon Ripley, 25-hp. Gasmobile; Percy P. Pierce, 3½-hp. Motorette; E. E. Britton, 16-hp. Panhard; Jefferson Seligman, 12-hp. Mercedes; Col. John Jacob Astor, 12-hp. Panhard; Willis Sharpe Kilmer, 24-hp. Panhard; E. Clarence Jones, 10-hp. Benz; Charles E. Miller, 12-hp. Coffee & Sons; Osborn W. Bright, 12-hp. Packard; A. J. Lamme, 7-hp. U. S. L. D.; Ward Leonard Electric Company, three 5-hp. "Knickerbocker" vehicles; Charles D. Cooke, 9-hp. Darracq; F. A. La Roche, 9-hp. Darracq; H. W. Whipple, 12-hp. Darracq; Jefferson Seligman, 12-hp. Mors; H. S. Chapin, 9-hp. Haynes-Apperson; H. S. Chapin, 6-hp. Haynes-Apperson; Peerless Manufacturing Company, two 16-hp. Peerless vehicles; C. J. Field, 10-hp. Richards; Alexander Fischer, 10-hp. Richards.

Class B (steam), Section II.—International Motor Car Company, 7½-hp. Toledo; Grout Bros., 4½-hp. Stanhope; W. H. Wells, 4½-hp. Prescott; H. H. Wells, 4½-hp. Prescott; A. G. Southworth, 7½-hp. Toledo; H. B. Weaver, 7½-hp. Toledo; Grout Bros., 7½-hp. Stanhope; T. E. Magee, 4½-hp. Prescott; Lane Motor Vehicle Company, 10-hp. Lane Surrey; Locomobile Company of America, two 3½-hp. Runabouts; same, 6-hp. Touring Car.

Section II. in steam class allows vehicles to make stops at 33 1-3 and 66 2-3 miles to replenish gasolene and water.

FOR THE MILE AND KILOMETER TRIALS.

L. S. Thompson, 8-hp. Renault; H. Ward Leonard, 8-hp. "Knickerbocker"; Jefferson Seligman, 12-hp. Mors; W. P. Norton, 35-hp. Mercedes; William Guggenheim, 24-hp. Panhard; E. E. Britton, 16-hp. Panhard; H. M. Wells, 4½-hp. Prescott (steam); W. C. Baker, 7-hp. Baker (electric).

Description of 100-Mile Contest Course

ALL vehicles starting in the Memorial Day contest arranged by the Automobile Club of America are, according to the rules laid down by the club, subject to a test determining the quantity of gasolene consumed in making the 100-mile trip, and it is believed that the rules will be so construed that failure through negligence or intention, in carrying out the consumption test feature, will lead to disqualification also in regard to the non-stop and endurance feature of the competition. The amount of water used in steam generation or for cooling purposes will also be measured and recorded.

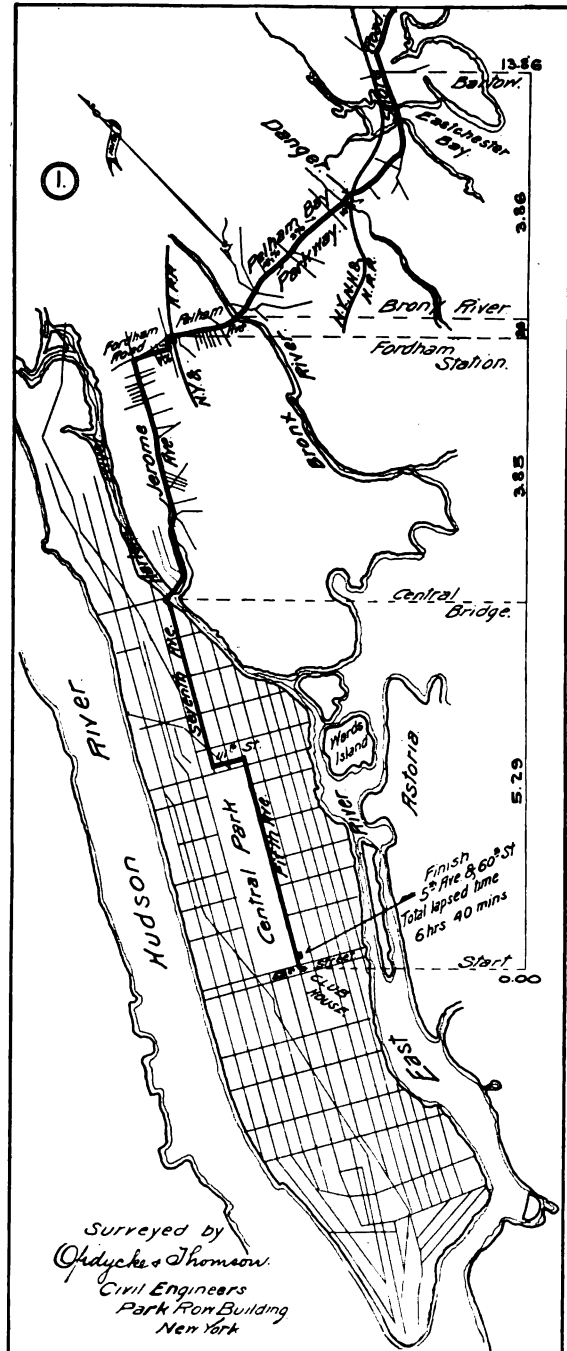
For the renewal of supplies of fuel and water for steam vehicles a control has been established at Mianus, and at this place water and gasolene will be furnished

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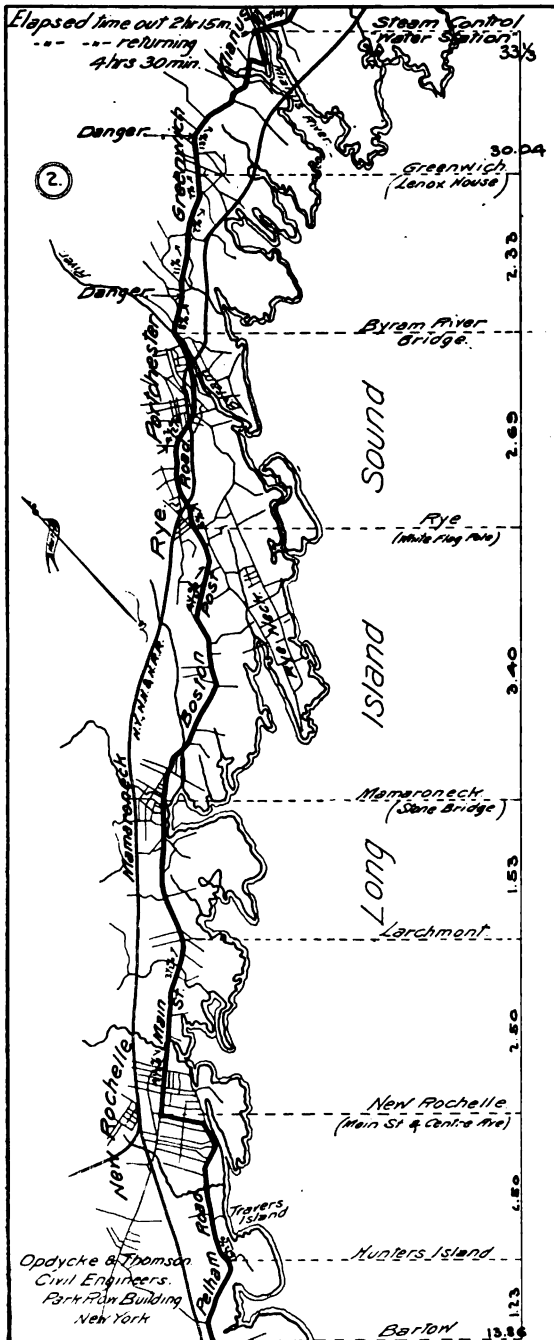
for steam vehicles in Class B, Section II, both going and coming. The rules do not provide for the renewal of cooling water for gasoline vehicles, and it will therefore be necessary for all in Class A to cover the whole course on their original water supply in order to qualify for a certificate; a stop for the purpose of its renewal, even at Mianus, being subject to penalty.

In order to obtain the data for the water and fuel test, all steam and gasoline vehicles entered for the contest must report on Friday morning, May 30, at 7 A. M., at the corner of 58th Street and Sixth Avenue, where gasoline and water tanks will be examined by the committee's representatives, and any shortages replaced so that all such tanks shall contain their full capacity at the time of starting.

The vehicles will then line up, irrespective of numbers, in 58th Street, on both sides of the street, facing east. The first vehicle will take its place in 58th Street, at the corner of Fifth Avenue. *Entry into 58th Street must be made from Sixth Avenue. No vehicle will be permitted to enter from Fifth Avenue or from the Plaza.* The vehicles will be started at half-minute intervals, starting at 9 o'clock sharp.



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An idea of the nature of the course may be obtained by examining the accompanying charts, which have been prepared for the club, and on which will be found indicated all the principal hills on the course in figures stating the degree of inclination. The accompanying engravings in this issue will further show the general character of the landscape, and in some instances may serve to remove doubt as to the course to follow at forks in the road. Club officials have prepared a brief description giving directions for the contestants on the run from New York to the 50-mile turning point, but on the return the drivers will be obliged to rely on their memory, as it is rather confusing to follow directions reading backward. It would probably be preferable for future contests in which the course covers the same roads twice, to break up the grammatic connection in the directions, so as to have them consist of a mere succession of the topographical features encountered, and substituting the terms "east" or "west," etc., for "right" and "left." So constituted, the directions could be read with equal ease forward and backward.

The directions, as given, are as follows:

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Fifth Avenue to 111th Street; turn left into 111th Street to Seventh Avenue; turn right into Seventh Avenue to 153d Street; turn left one block to Central Bridge; over Central Bridge straight ahead into Jerome Avenue (trolley tracks), which follow to 189th Street; turn right on 189th Street to Webster Avenue (trolley); left on

FORDHAM.

Webster Avenue to Fordham Road; turn right past Fordham Station (9.04 miles); straight ahead on Pelham Avenue and Pelham Bay Parkway (look out for bad railroad crossing) to the Shore Road. Turn left on Shore Road and cross Bartow Bridge.

BARTOW.

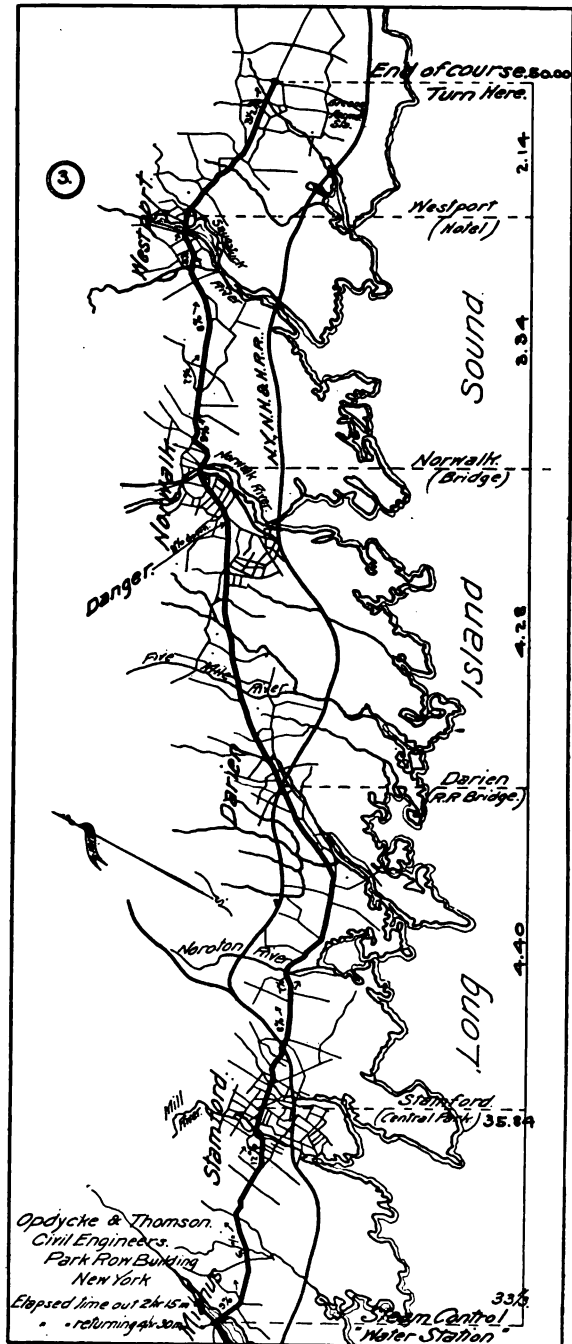
Continue straight ahead past Hunter's Island (15.091 miles) and Travers Island entrances into

NEW ROCHELLE.

New Rochelle; turn left at end of Block Pavement into Centre Avenue (17.59 miles); turn right into Main Street, New Rochelle, and follow the trolley through Larchmont into Mamaroneck. At the drinking

MAMARONECK.

fountain in Mamaroneck keep slightly to the right and cross Mamaroneck River on stone bridge (21.62 miles). Continue to the



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end of Residence Park, and take right fork down a hill into Rye. Cross trolley

RYE.

tracks and at next fork (large white flag-pole in fork) take right fork up the hill and cross bridge over New Haven Railroad. Continue straight ahead and again under New Haven Railroad and turn left into Main Street, Portchester.

PORTCHESTER.

Follow Main Street (trolley) to and over bridge across the Byram River



BETWEEN GREENWICH AND MIANUS—HIGH STUMP OF LARGE TREE TO THE LEFT—TURN SHARP TO THE RIGHT TOWARD MIANUS RIVER—NEXT TURN VERY SHARP TO THE LEFT.

(State Line—27.71 miles). At fork just after crossing bridge keep to the right

STATE LINE.

and up a steep hill; at fork at top of hill keep to the right (short down grade, steep and narrow). Keep along Post Road up Byram Hill, then down another hill, across a brook and into Greenwich (Lenox House, 30.04 miles).

GREENWICH.

Continue along Putnam Avenue, Greenwich, following the trolley to fork at

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soldier's monument, where keep to the right and down a bad hill. At forks just before crossing bridge, keep to the right and cross bridge. At next fork (high stump of large tree in fork) turn sharp to the right, making a detour around Mianus Hill. At the end of this road turn left along the shore of Mianus River into Mianus, 33 1-3 miles, fountain in centre of Square.

MIANUS (First Control 33 1-3 Miles).

This is the first control. Water and gasoline will be furnished at this control.

This point is also the control (6 2-3 miles) on the return run. After leaving the Square in Mianus, turn right and cross bridge over Mianus River and up a hill; then down a short hill to a fork, keeping to the right. At next fork, going



LOOKING DOWN SHIPPAN POINT ABOVE STAMFORD.

into Stamford, keep to the left (sign on the right reads "Stamford Direct");

STAMFORD.

then down several steep hills to West Main Street and along West Main Street to bridge over Mill River. Turn right over bridge and follow Main Street to Central Park, Stamford (35.84 miles) where trolley begins. Follow trolley on Main Street and East Main Street to fork at East Park (blue stone church on the left).

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Turn left up short hill, on which trolley turns to the left near the top at Glen Brook Avenue. Leave trolley at this point, keeping to the right; then down hill

NOROTON.

and under New Haven Railroad Bridge (Myrtle Avenue), where trolley begins again; follow trolley to and over Noroton River (37.64 miles), past Noroton Post Office and down a short hill to a fork; turn left and follow trolley to Darien.

DARIEN.

At Darien pass under Railroad bridge (40.24 miles) and continue straight ahead, crossing bridge over Five Mile River, where dirt road begins. At fork



LOOKING OUT OVER NORWALK BAY FROM TOP OF 9% HILL AT SOUTHERN (WESTERN)
APPROACH TO NORWALK.

just beyond Norwalk Hospital on the right, keep to the right down a steep rough hill to and past Norwalk Armory into West Avenue, Norwalk. Turn to the left

NORWALK.

on West Avenue and follow trolley across Norwalk River (44.52 miles). Turn right up a steep winding hill to East Avenue; turn left and follow trolley to Westport Avenue (large white frame church on the left); turn right up a hill and follow the trolley past the Children's Home, to and across the Saugatuck River

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WESTPORT.

Into Westport (Westport Hotel, 47.83 miles). Continue straight ahead and at next fork keep to the right and follow the trolley to the fifty mile turning point, which is 2.17 miles from the hotel at Westport, and is located at a crossroad leading to Greens Farms Station on the N. Y., N. H. & Hartford Railroad.

Contestants will turn at this point and follow the same route back to the finish at Fifth Avenue and 60th Street.



FIFTY MILE TURNING POINT AT TOP OF 3% HILL—TO THE LEFT TRIANGULAR GRASS PLOT IN CROSSING OF ROADS, GUIDE POST AND MAIL BOX—TO THE RIGHT CONSPICUOUS TREE.

Modern Simplicity of Operation

THOSE who received their impressions of gasoline vehicles from the complicated and unreliable constructions of a few years ago should now revise their views. In certain essentials the progress made is very similar in all the different countries. With special reference to what was shown at

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the recent London exhibition it is neatly summarized by the *Automotor Journal* as follows:

The usual modern gasoline vehicle *chassis* is now a simple framework which carries the body, the engine and the change-speed gearing, and which is itself carried on springs fixed to the front and rear axles. The motors, too, are neat-looking machines which no longer bristle with external or complicated moving parts; they occupy far less room than they once did, and the few parts



HALF WAY UP HILL (9%) OUT OF NORWALK—GOING WEST.

which may need occasional inspection can be quickly removed and replaced without any kind of difficulty. The transmission gearing has been modified to an astonishing extent, and is now a mechanism which neither occupies much room, nor need give the slightest trouble. In the matter of controlling-levers, the latest cars are simplicity itself, and the levers are connected in a very direct manner with the parts which they operate. Automatic lubrication of all the working parts is another important feature which has been almost universally adopted by all makers. The latest types of car may, in fact, be said to fully justify the demand which has sprung up for them.

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From a more technical point of view, it is interesting to notice the chief changes which have recently been made in the design and construction of the various parts of a gasoline car, and also to notice the tendencies of the more original makers. First and foremost is the general substitution of a throttle-valve control for the hitherto widely used "hit and miss" action of the governor; this change is a decided improvement, and is one which would probably have been made long ago were it not for the less perfect carburetters then available, and for the general employment of tube ignition at that time. Other changes in



LOOKING DOWN SERIES OF HILLS GOING WEST BETWEEN STAMFORD AND MIANUS.

the motors are that the cylinders are cast in one piece with their heads, both they and their valves being thoroughly water-jacketted; that larger valves, with larger passages communicating with them, are fitted; and that the cam shafts are enclosed inside the crank chambers. In the change-speed gears the teeth of the spur wheels are of coarser pitch and are wider, and the use of an intermediate spur wheel for providing a reverse motion has almost entirely superseded the older method of sliding alternative bevel wheels into mesh; it is partly in consequence of this that the latest forms of change gear are so much more compact. Concerning other parts of the transmission, it should be pointed out that the connections between the change gear and the countershaft ends, which carry

sprockets for outside chains, are of a flexible character and are, moreover, so made that the change gear can be lifted out without disturbing the outside bearings; in many cases the connection between the main friction clutch and the first motion shaft of the gearing is arranged in a somewhat similar manner, but so as to prevent any end thrust from being taken by the change gear. The use of a single operating lever for bringing all forward speeds (and often the reverse also) into play is also almost universally adopted. In some cases, the even better arrangement of providing two slots in the quadrant for the same lever to travel in is used, the advantages of being able to pass from any one gear *direct* to any other being considerable. Although it is needless to mention that placing the engine vertically under a bonnet in front, that the use of wheel-steering, and that the employment of some form of change-speed gear of the Panhard type are most usual, yet there are excellent cars still made in which horizontal motors are used, in which epicyclic gearing is employed, and where lever steering is fitted. The employment of magnetos or dynamos instead of batteries appears to be gradually gaining ground.

The Question of Chauffeurs' Dress

WHETHER professional automobile drivers should be liveried or not is a moot question discussed on both sides of the Atlantic. The livery of carriage servants has been in use for so many generations, says the Motor Car Journal, and has become so stereotyped that it seems impossible to expect carriage owners to dispense with it, and whatever they may think or feel themselves, to attempt to do so would be productive of an amount of remark which would be disconcerting to say the least. With regard to motor vehicles, however, there are no traditions to be outraged. Surely here at any rate common sense might be allowed to prevail. The motor car driver is in general a man of somewhat superior attainments to those usual with the footman or the coachman, and is likely to resent being embellished with a cockade. Those drivers who have no such scruples will generally be found to belong to an inferior class, at any rate as far as mechanical knowledge and general intelligence is concerned. It is scarcely likely that the prospects of automobilism will be improved by the substitution of this class of driver for the former. If *Automobile Topics* observes the tendency right, the inclination in the United States is to put the motorman of an electric carriage in livery, but to leave drivers of steam and gasoline vehicles a more or less free choice of their apparel, with the result, however, that the latter often appear unnecessarily untidy. The great progress made in regard to protecting drivers and occupants of automobiles from grease (and at the same time improving the machine's efficiency) will probably lead to the right solution of the dress problem in course of a short time, and we believe it will be found midway between the fanciful livery and the slovenly go-as-you-please dress.

Henry Fournier has taken charge of a large "garage" in Paris, and announces that he will spend only one month of each year in the United States, on business connected with the Fournier-Searchmont Company of Philadelphia.

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

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VOL. 4 No. 6

NEW YORK, MAY 24, 1902

PRICE TEN CENTS

AUTOMOBILE TOPICS is published weekly, by Automobile Topics, No. 29 West 42d Street, New York. Subscription price, \$4.00 a year in the United States and Canada, or in foreign countries within the Postal Union, \$6.00 (gold) in advance. Advertising rates may be had on application.
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GASOLENE IN MOTOR CAR BARNS

YARD space in connection with automobile barns (storage stations) in New York is becoming highly valuable since the Bureau of Combustibles has ruled for strict enforcement of the regulation, according to which gasolene tanks in automobiles cannot be replenished within the barn. The ruling goes so far as to prohibit the storing of vehicles with tanks containing the liquid, but this will doubtless prove a flash in the pan of officious ardor, as it can readily be shown that emptying of tanks at each return of a vehicle, and refilling at each start, involve an actual danger of fire from carelessness which does not exist while the fluid remains inclosed in air-tight tanks. The greater the convenience in handling gasolene the less is admittedly the risk, and the Board of Combustibles should be quick to understand that security for the Underwriters cannot be attained by compelling excessive handling of the combustible material. Instead of proceeding from a theory which has been evolved from the sale of gasolene in grocery stores, they should investigate the conditions that pertain to automobilism, and would then undoubtedly find that the best security is offered through the use of those devices for transferring gasolene from one receptacle to another, which are now in the market, and which may be used in automobile barns without serious inconvenience, and without any danger at all commensurate to that incurred every day during the spring season in apartment houses when housewives insist on cleaning carpets with gasolene within the confines of their tenement. Such dangers the Board of Combustibles cannot reach. Why, then, attempt to interfere with the necessary routine work in automobile stations where the fluid is

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handled by persons who are entirely familiar with the danger involved in carelessness, and who have every incentive to observe intelligent caution in their manner of doing their work?

POINTS ON SPEED REGULATION

PEDESTRIANS moving in a stream of people on the sidewalk cannot help recognizing a certain peculiarity which bears strongly on speed regulations for automobiles. But they generally fail to apply their experience in other directions, and become severe judges of automobile drivers who go through a mass of slow traffic at a lively gait.

The peculiarity referred to is this, that moving with, and in the direction of, a throng of other moving objects, one must either move at about the same speed as the throng or very much faster. Not a little faster, but at least twice as fast. Otherwise one is continually pocketed. The openings in the traffic can only be utilized by those who can dart in and out at considerable speed. At slightly increased speed they would fail to pass an intervening object moving in their own direction fast enough to reach the opening in front of it before this opening is again closed. The very alertness required for utilizing all opportunities for making headway constitutes also a guarantee against accidents and against unnecessary obstruction to the traffic. Like a goat prevents a flock of sheep from huddling foolishly and injuring each other in a jam of sluggish bodies, so does a swift pedestrian, who works himself rapidly through a crowd without jostling, keep this crowd from jamming and blocking its own progress. And so does the automobile, going fast through trucks, carriages and push carts, contribute more to keeping the traffic in good moving order than if it were to drop down to the exact gait of its surroundings or to any gait only slightly in excess thereof. The latter would, in fact, be practically impossible.



J. S. BUNTING AND B. S. WARBURTON ON THE WAY
FROM PHILADELPHIA TO NEW YORK.

An Unofficial Speed Route

GOING from Philadelphia to New York, *via* Trenton and Princeton, in the shortest possible time, has become one of the performances in which automobile owners and manufacturers take special delight, but, unfortunately, the trip has not yet been made under the auspices of any club or official body which would place the stamp of record on the timing and incidents of the run. Possibly this is because the course cannot be covered very fast without violating local speed regulations. A couple of weeks ago the proprietor of the



BARCLAY S. WARBURTON AND JOSEPH S. BUNTING START FROM WANAMAKER'S STORAGE STATION IN PHILADELPHIA TO MAKE FAST TIME TO THE MORRIS PARK RACES—136 MILES.

Evening Telegraph of Philadelphia, Barclay S. Warburton, and Joseph S. Bunting, the manager of Wanamaker's automobile departments, made this trip in a Fournier-Searchmont car, and highly sensational accounts appeared in the newspapers of their encounter with a furniture van in Newark, the tossing of a gold piece (or perhaps a \$10 bill) to a negro driver, who was unseated by the

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collision, and the furious onward flight of the record-smashing automobile. In a less colored account, Mr. Warburton explains: "I was not endeavoring to break any record, nor was I reckless in passing through Princeton. The automobile was running not more than seven and a half miles an hour, and if any horses did run away from fright, I was unaware of it at that time. It was owing to the noise which the machine made, and not to the speed, if any horses were frightened. The collision at Newark was a case of self-preservation, as a man driving a team down a cross street did not see us coming, the pole of his wagon barely escaping our heads. This forced us to slow our machine, and we bumped into a poor-looking furniture van, the front seat of which was occupied by three negroes, one of whom was thrown to the ground. I think if the asphalt had not been slippery the horse would not have lost his footing. I did not feel compelled to settle with him, but did so out of charity, as I did not think the poor fellow could afford to lose so slight a thing as his harness. The collision was a very slight one."

When seen in New York, Mr. Warburton had little to say regarding the trip, except that he did not exactly try to break the record, but desired to see in how little time the trip could be accomplished. The party set out from Philadelphia with the idea of reaching Morris Park and see the big handicap races on May 3. They arrived in New York in 6 hours and 35 minutes, corrected time, and at Morris Park 50 minutes later. The total time for 136 miles was 7 hours and 35 minutes; 2 hours and 15 minutes were lost by a punctured tire and the collision at Newark. It had been the intention to return to Philadelphia the same night, but this was deemed inexpedient on account of bad roads from Bristol to Trenton and from Princeton to New Brunswick.

On May 18 a similar trip was made by F. F. Georges, C. Andrade, Dr. S. T. Banes and W. T. Rainey. The party started from New York and covered the distance, 103 miles, to Bellevue Hotel in the Quaker City in 4 hours 8 minutes.

A Speed Thermometer

AN instrument of more than passing interest will be used for the first time in the A. C. A.'s non-stop endurance contest on May 30. It is called a tachometer, and will be fitted by H. S. Chapin to his well-known Haynes-Apperson car, the object being to enable him to gauge his speed during the progress of the contest. The captivating feature of the device is that it furnishes direct sight-reading of speed at all times. One portion of it is attached to a front wheel, and seems to be in the nature of a governor, which exerts a pressure on the liquid contained in a bulb in direct proportion to the number of revolutions of the wheel. This pressure is communicated through rubber tubes to a fixed glass tube with a graded scale, attached to the dash, and the speed is registered by the liquid rising in the tube exactly as mercury or alcohol rises in a thermometer. The instrument is made by the Veeder Mfg. Co. of Hartford, but will not be ready for the market for some time.

Sport and Utility

OUT of 30,000 persons addressed by the committee of fifty citizens who oppose raising the speed limit in New York from 8 to 10 miles per hour, 27,000 are in favor of leaving the law unchanged, according to the proportions in the answers received. "It is easy to see why there should be this opposition to increasing the limit of automobile speed," says the N. Y. Sun, referring to this result of the canvass, "but it is still proper to say that there is more danger from a careless chauffeur going slow than from a good chauffeur going fast."

Perhaps this is one of the cases to which the fastidious Matthew Arnold made prophetic allusion when he said: "The minority is always right."

Visitors at the speed trials on South Shore Boulevard on Staten Island on May 31 should take trains to Grant City station. The start will be made near Dongan Hills, and the finish will be in the vicinity of Grant City. The course is practically straight, but slightly upgrade from start to the finish of the kilometer, after which there is a slight swerve to the left. After the finish, automobiles continue to New Dorp and return to the starting point over the Richmond road, which runs about parallel with the race course a little further inland and on the opposite side of the railway tracks. A map has been printed by the A. C. A. showing the course and the return road.

When traveling through Bronx borough in New York automobilists are greeted with an almost constant hooting from the boys of the district, and the slogan "get a horse" seems to be vociferated from all sides all the time. Sometimes the mischief takes the more serious form of pelting with stones or rubbish. The police have received frequent complaints, but except in a few cases they have accomplished little. The Bronx Automobile Club, of which Dr. J. D. Sauer is president, recently decided to take up this matter and forwarded a letter of remonstrance to the local school board, which has now taken steps to correct the abuse through the schools of the district.

A 13-year-old girl, while riding a bicycle to school, was killed in Toledo, on May 18, by James T. Brailey. The instrument used was an automobile, driven unskillfully.

Willis Sharpe Kilmer of Binghamton, N. Y., a member of the A. C. A., on Thursday of last week had the misfortune of colliding with a horse-driven buggy when returning from a visit to the Horse Show in Baltimore. The collision caused a runaway, in which the three occupants of the buggy were seriously injured. Mr. Kilmer's machine is a 24-hp. Panhard of the racing pattern, and is entered for the forthcoming non-stop 100-mile contest.

General Roy Stone, the father of the A. C. A.'s plan for an experimental steel strip road on Long Island, has been called to Europe, and the execution of the plans has been deferred till his return.

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What constitutes the meaning and importance of the races organized by the French Government for automobiles, in which alcohol is utilized in the place of gasoline, is, perhaps, best understood in connection with the fact that hundreds of inventors and manufacturers are experimenting with kerosene, expecting to reap rich rewards if they should succeed in operating automobile motors with this fuel without too much odor, and without troubles with its vaporization in cold weather and at the starting of the engine. The advantages sought through the use of kerosene might practically all be obtained from alcohol, were it not for the tax placed on this product, by which its cost is unnecessarily increased.

The popular opinion among automobilists seems to be that speed, like the customs tariff, should be regulated by its friends

Mayor Harrison of Chicago threatens to revoke the licenses of all "young fools with more money than brains, who run automobiles over the boulevards at express-train speed." And he has the sanction of F. C. Donald, president of Chicago's automobile club.

Messrs. Holden and Jarrige of the Westchester Automobile Company, on Fifth avenue, New York, have overhauled the Mercedes machine used by W. K. Vanderbilt until he went to Europe this Spring, and it is the intention of the present owner, M. H. Rogers, Jr., to enter it for the speed trials on Staten Island.

F. H. Williams & Co. have opened a motor and automobile agency at Shanghai, China, to which fact they wish *Automobile Topics* to call the attention of manufacturers in the United States, so that they may receive catalogues and business propositions.

A Peugeot gasoline cab has been received at the Wanamaker storage station in New York for Mrs. Hermann Oelrichs. Another closed carriage of this model is owned by H. C. Frick of Pittsburgh.

Col. John Jacob Astor, the Hon. Levi P. Morton and A. Lee Wager, President of Rhinebeck village, have formed a company for operating gasoline stages between Rhinecliff station and Rhinebeck village, a route of three miles, in a fashionable resident district near the Hudson River. High horse-power will be required for climbing the steep grades with a load of twelve to fourteen passengers. Three stages will be ordered by the company.

The South Park Board in Chicago is, collectively speaking, indignant over the pernicious practice introduced by automobile drivers of tipping the park policemen, thus forming pleasant acquaintances which are convenient when questions arise as to their speed. The practice has been strictly forbidden, and everybody

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understands that this will result in increasing the size of the tip. In New York, civilization is so advanced that a pleasant smile of glad recognition on the part of the chauffeur has the same effect as the tip: the act, when well executed, hypnotizing the astonished guardian of a misdirected law into a wondering reverie as to where and how he met that millionaire who knows him so well. Meanwhile the wily automobilist has got a mile farther.

Hereafter no machine which emits spurts of vapor can enter a South Side boulevard or park in Chicago. No machine which leaves a trail of "offensive odors" behind it can be run on the boulevards. Squawks and whistles will have to be dispensed with, and only bells used.



F. A. LA ROCHE MAKES A FAST MILE ON THE STATEN ISLAND MILE AND KILOMETER SPEED COURSE.—TIMED BY H. G. OFDYCKE.

The Electric Vehicle Company of Hartford will operate its stations at West End and Allenhurst, N. J., for the convenience of patrons requiring electric charging facilities. Frank C. Armstrong will supervise the service.

An enjoyable afternoon was spent on Friday last week by a party of friends invited to join Mr. F. A. La Roche at some private speed trials over the A. C. A. race course on the South Shore Boulevard on Staten Island. The object of the trials was to determine the proper gearing for the 16 and the 9-hp. Darracq cars

AUTOMOBILE TOPICS

in which Mr. La Roche is interested. The results left no doubt that the former model, a powerful canary-colored vehicle, will give as good an account of itself on May 31 as that with which Darracq cars are always credited in European speed tests. The 9-hp. car, while of course not so speedy, demonstrated its pleasing riding qualities on the same occasion. After the trials the party lunched at a country club maintained by Mr. La Roche and a number of other gentlemen near the shore of the Lower Bay. The run back to the Staten Island ferry, covering a distance of about ten miles, demonstrated the skill of the chaffeurs more than their ability for making a close estimate of legal speed.

Clubs and Associations

For Saturday, May 24, the Automobile Club of America has scheduled a run to Babylon, L. I., with dinner at Garden City Hotel at 6.30 P. M., on which occasion the club room which has been secured at this hostelry for the exclusive use of club members will be formally opened. The start will be made from 58th Street and Fifth Avenue at 2 P. M., and the route will be via 34th Street Ferry to Long Island City, Hoffman Boulevard to Jamaica and Merrick Road through Springfield, Valley Stream, Lynbrook, Rockville Centre, Freeport, Merrick, Massapequa and Amityville to Babylon; returning from Babylon by the Merrick Road to Freeport and thence north to Hempstead and Garden City, a total distance of about 55 miles.

Dr. J. Grant Lyman, of New York; Edward B. Gallaher, of Philadelphia, and Kenneth B. Skinner, of Boston, all members of the Automobile Club of America, have been summoned to appear before the Board of Governors' meeting, on May 23, to answer charges, made by the committee on the enforcement of law in running automobiles, of intentionally exceeding the lawful speed limit, on the occasion of the Long Island endurance run, April 26th.

A 154-mile race between W. B. Felker, the Locomobile agent in Denver, and Webb Jay, who drove a Winton roadster, took place recently between Denver and Colorado Springs for a stake of \$300, which was won by Mr. Felker. The start was made at 7.27 A. M., and the return to Denver at 3.34 P. M., much time being lost in tire repairs and troubles with frightened horses. The roads are described as villainous, and the course includes a rise of 2000 feet in altitude between Denver and Palmer Lake, and 1000 feet on the distance of 12 miles between Perry Park and Palmer Lake.

The Chicago Automobile Club's 100-mile non-stop contest on July 12 will be held over the roads from Chicago to Waukegan, and return, with some detours from the straight course to avoid impassable stretches of road. This decision was reached after an examination of new macadamized roads in Indiana, principally with a view to the easier access to the Waukegan route by the Chicago public.

AUTOMOBILE TOPICS

The Automobile Club of Hartford had its second run of the season on Saturday, May 17, leaving headquarters, 43 Wells Street, at 3.15 P. M. The run was to Chaffe's Hotel in Middletown, which was reached at 4.15. The return trip was made, and all reached home by 6 o'clock. About a dozen vehicles were in line, and pace was set by President L. D. Fisk (De Dion). In the party were Secretary W. G. Cowles (Haynes-Apperson surrey), G. M. Brown (Haynes-Apperson), A. W. Gilbert (Columbia), W. C. Russel (Locomobile), W. R. C. Corson (Locomobile), F. J. Knox, J. W. Haines and others. Runs will be held probably every two weeks, to nearby places, during the season. The club is in a flourishing condition, there being now about forty members.

The Chicago Automobile Club has offered to the Washington Park authorities to attend Derby Day in a body on June 21, and the Washington Park people received the proposition with pleasure.



AFTER RACING TRIALS WITH 9 AND 16 HP. DARRACQ MACHINES—PULLING UP FOR LUNCH AT COUNTRY CLUB ON STATEN ISLAND.

Great French Alcohol Race

BEFORE long reports will be received by mail of the important races arranged by the Minister of Agriculture of the French Government. The cablegrams of the Associated Press give advance information from which it may be surmised that the event proved highly successful, and that the elaborate arrangements made for preventing mishaps and interference by the population were admirably carried out. The course covered the northern and northeastern portion of France from Champigny, near Paris, to Arras, and return by a circuitous route, a distance of 922 kilometers.

Light rain fell Wednesday night, and it was raining at 4 o'clock Thursday morning, when the starting signal was given. Eighty-nine vehicles were started, at intervals of two minutes. W. K. Vanderbilt, Jr., was the object of much curiosity. His machine was sent away at 4.56 A. M., running at the rate of sixty kilometers an hour.

Maurice Farman, the second competitor to start, was the first to reach Arras, 410 kilometers from the starting place. His time was 4 hours, 48 minutes and 54.5 seconds.

A gear wheel in Mr. Vanderbilt's automobile broke, and he was obliged to abandon the race at Fontenay. Though numbered fifty-third for the start, Mr. Vanderbilt got off sixth, owing to the unreadiness of those entitled to precede him.

Mr. Vanderbilt, when the pinion of his automobile broke, was going at the rate of 85 kilometers an hour. He had covered 28 kilometers in 20 minutes, and was two minutes behind Farman. He was much chagrined at being unable to continue in the contest, but he says his machine went better with alcohol than it did with petroleum.

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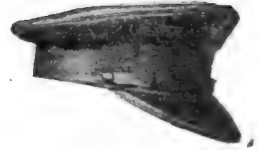


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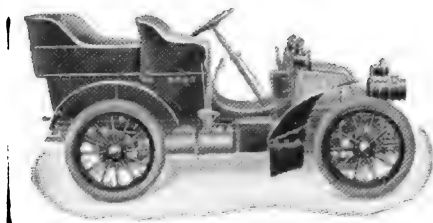
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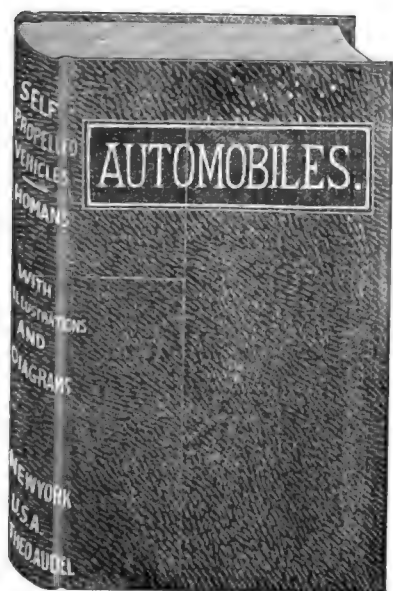
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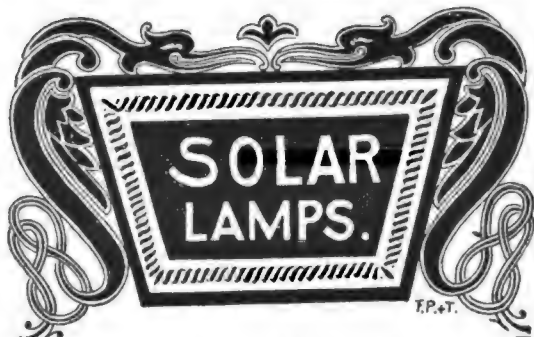
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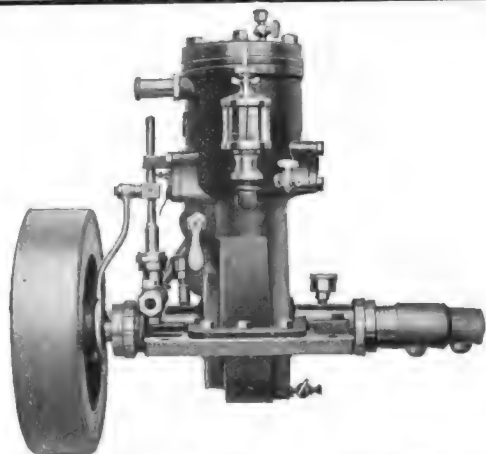
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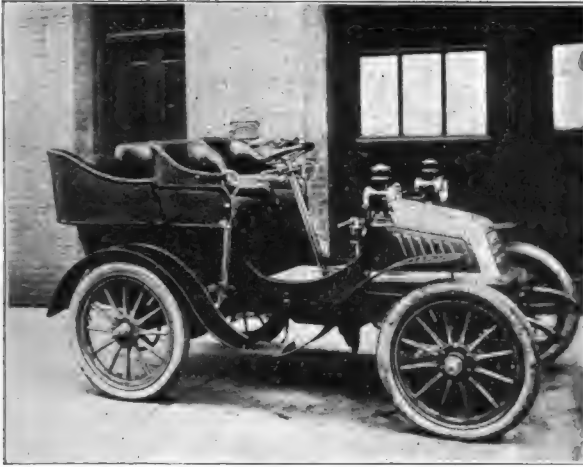
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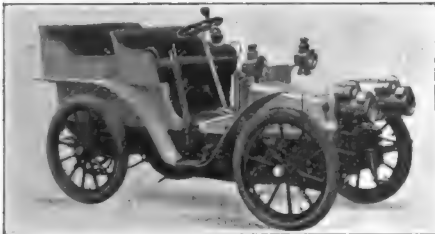
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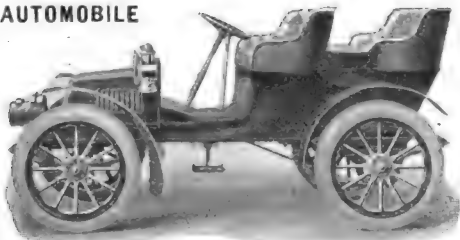
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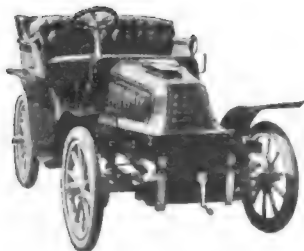
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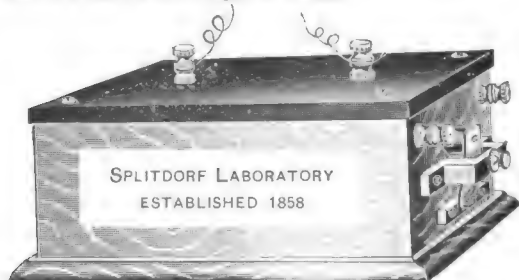
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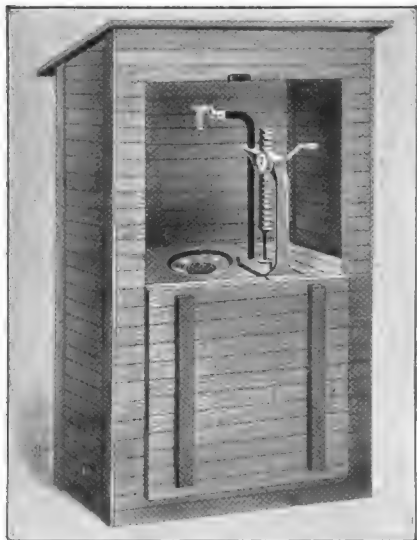
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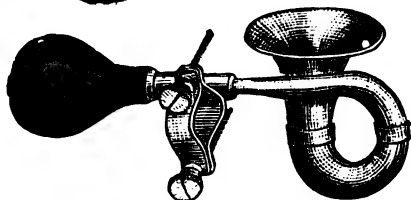
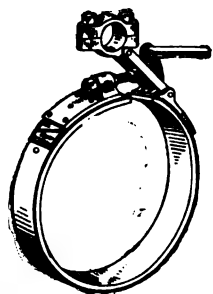
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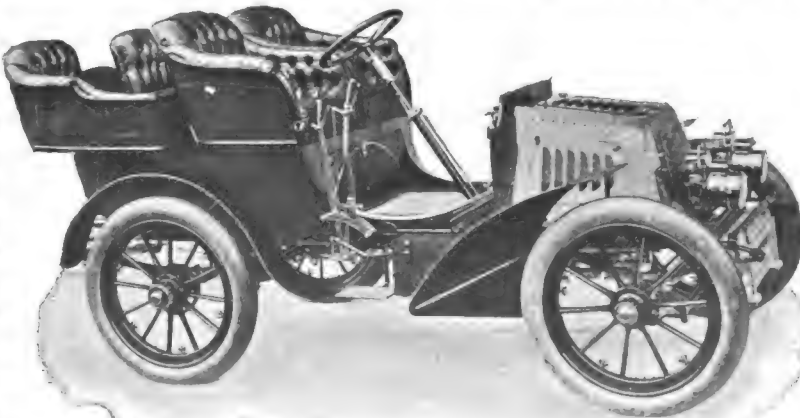
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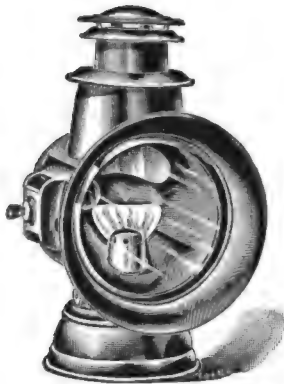
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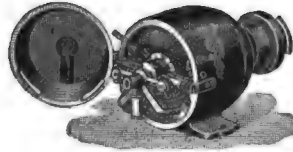
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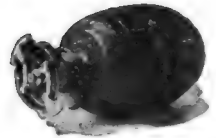
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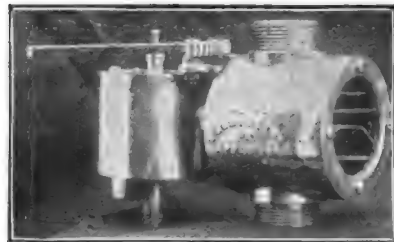
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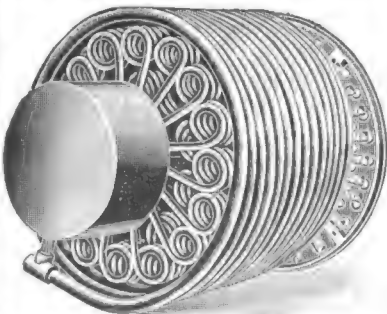
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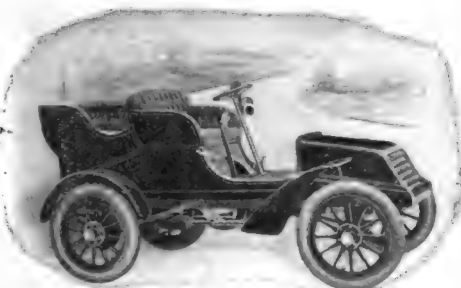
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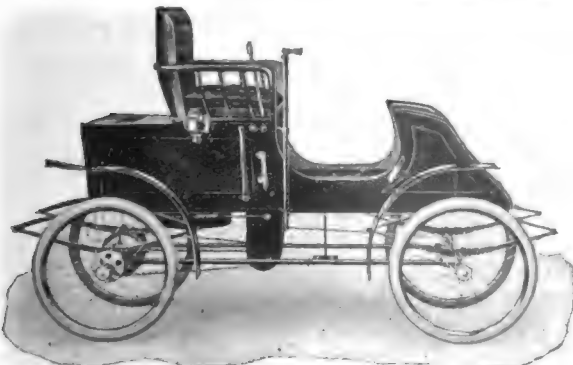
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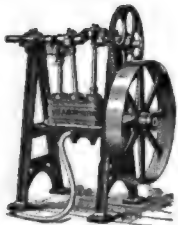
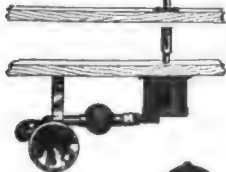


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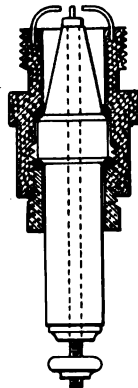
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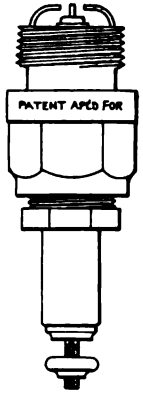


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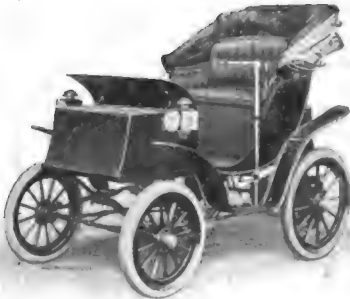
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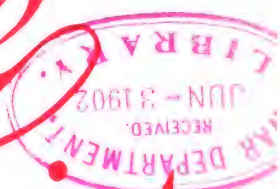
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Vol. IV.

NEW YORK, MAY 31, 1902.

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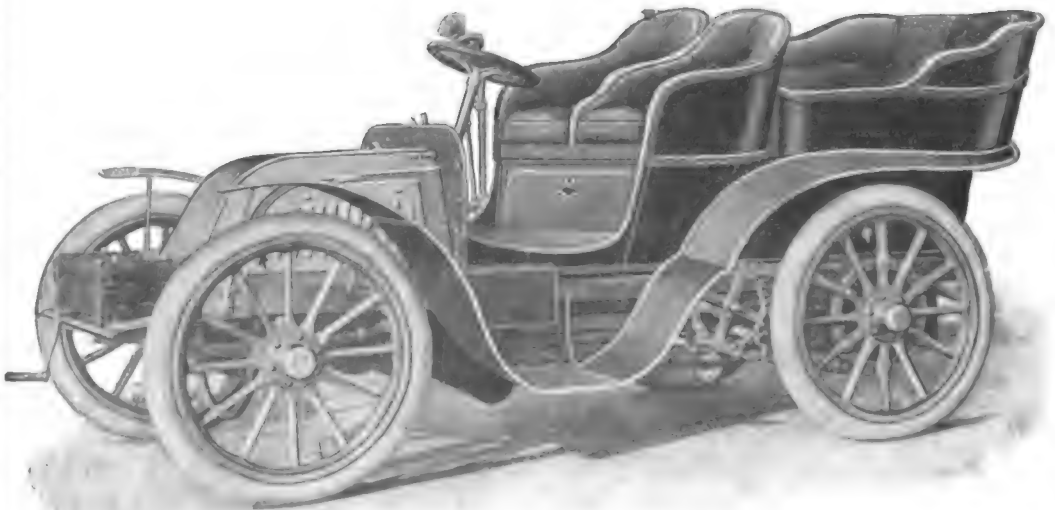
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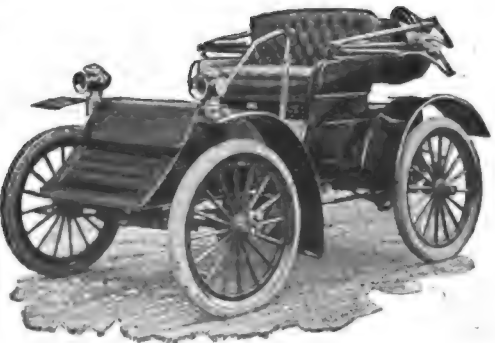


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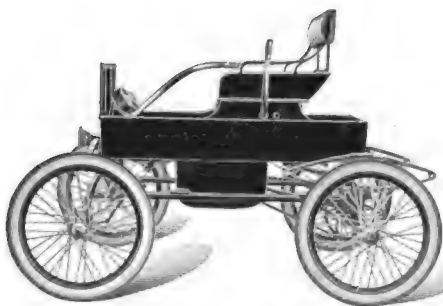
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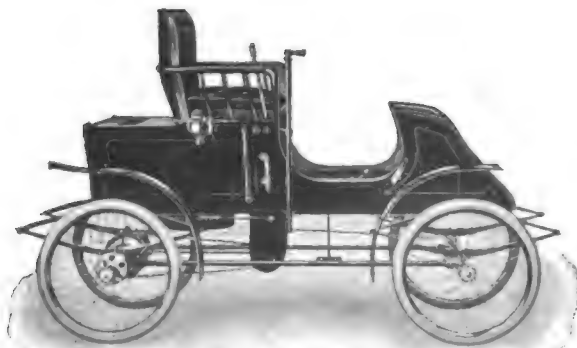
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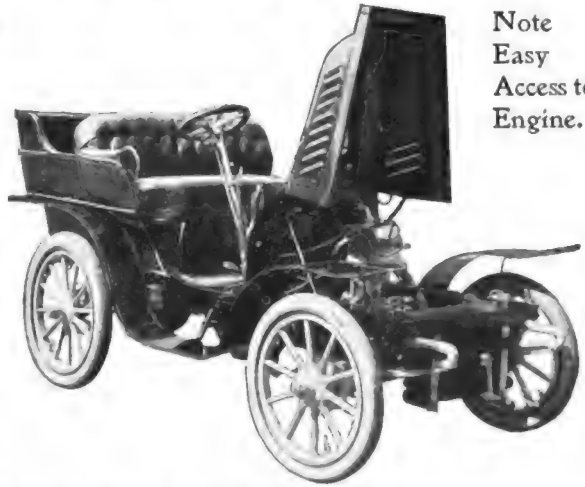
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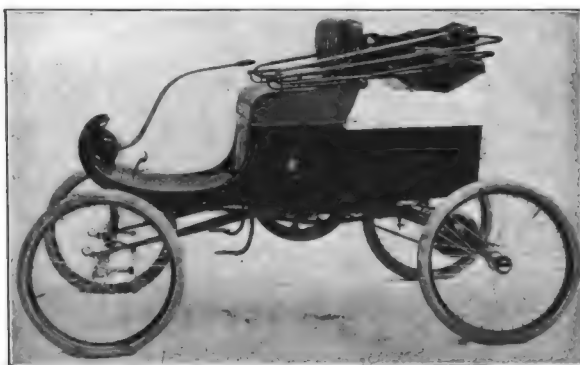
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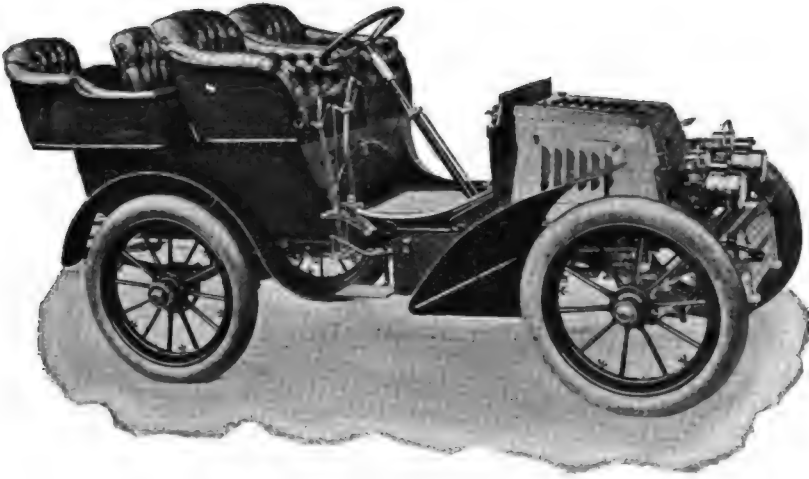
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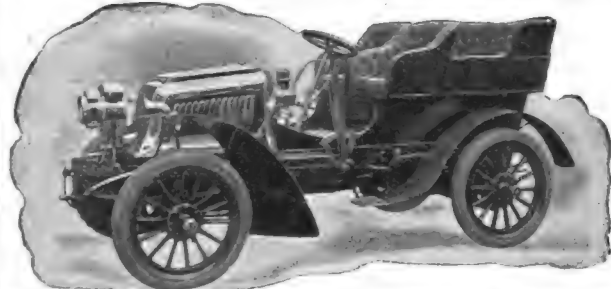
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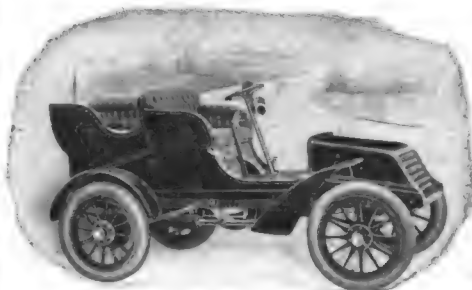
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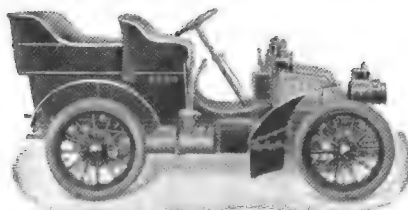
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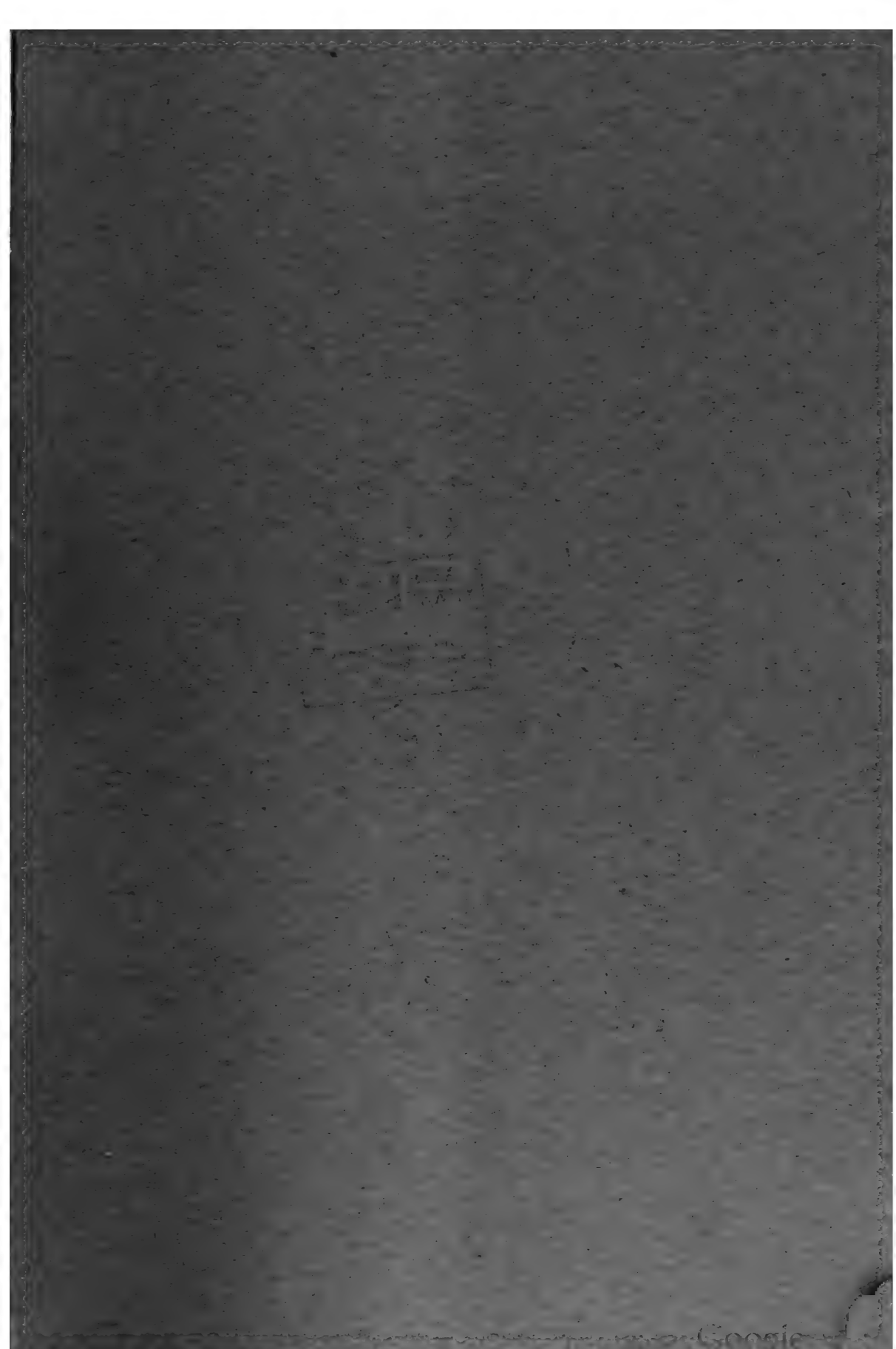
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Automobile Topics

Illustrated.

VOL. IV.

MAY 31, 1902.

NO. 7

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AUTOMOBILE TOPICS FOR SALE ON ALL NEWS STANDS

Agency for Foreign Subscriptions:

INTERNATIONAL NEWS COMPANY

Breams Buildings, Chancery Lane, London, E. C.

Stephan Strasse, No. 18, Leipzig.

PRICE, 10 CENTS A NUMBER; \$4.00 A YEAR.

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THE "WALTOMOBILE" 2 CYL. 12 H.P. TONNEAU.
A New Vehicle in the American Automobile Industry.

Automobile Topics

Illustrated.

VOL. IV.

MAY 31, 1902.

No. 7

After the Non-Stop Certificate

UNDER promise to conduct the 100-mile non-stop contest on Memorial Day with strict adherence to the published rules, the Automobile Club of America may yet find itself in a disagreeable quandary when it comes to placing the results before the public, unless it receives the support of all contestants, not only in the enforcement of the letter of the conditions and regulations, but also of their spirit and intention. It is undoubtedly desirable that the results be given to the press immediately after the conclusion of the event, or at least in time for the papers published on Sunday, June 1, so as not to permit public interest to lag; and it will only be possible to do this without friction, if all contestants and observers do their share toward completing the returns on all features of the test Friday evening, allowing no doubtful points for belated discussion.

As now well known, the A. C. A. will issue certificates only to those who finish the course without any penalized stop whatever, and there seems to be considerable danger (in view of the hilly nature of the route presenting many difficulties which may perhaps be aggravated by rain) that many contestants may leave the contest after their first penalized stop, knowing that thereafter all their efforts for finishing the test would be in vain, so far as obtaining a certificate is concerned.

It does not seem quite clear at the present moment what action the club can take in regard to preventing such a proceeding. Yet it is highly important that it should be prevented, as it is more than probable that the number of those who will avoid stops altogether will be very small, while it is equally probable that a great majority will be able to finish the run easily within the specified time, and with no other stops than such as would not be considered as seriously marring a creditable performance. If no incentive is given this large majority to continue the day's trip under the rules, most of them will probably do as

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they please, and perhaps return by other roads, failing to contribute to the material for record which it is one of the objects of the contest to gather.

If the A. C. A., through a wholesale defection of this nature, should be compelled to omit from the published reports all details in regard to the performances of the majority of the contestants, the impression which would be created with the public at large would certainly be misleading and deplorable. The gasoline consumption tests would also, by such an occurrence, be rendered quite insignificant.

It has not been possible—for lack of time—to obtain an authoritative statement in regard to what the club would do in this eventuality, but it seems obvious that some action should be adopted, before the contestants are sent off Friday morning, to anticipate and prevent its possible realization.

That the danger of spoiling a good contest in this manner exists is known from the remarks of some of the entrants. They go into the contest for the purpose of obtaining the precious certificate, if possible. If they perceive that their chance for obtaining it is lost, their interest will cease.

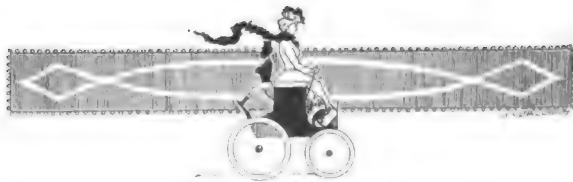
The remedy lies near, however. According to the rules, participation in the consumption tests is compulsory for all the vehicles, and those who willfully interfere with the successful consummation of these tests, actually disobey the rules of the event, and under a strict interpretation become subject to discipline under the resolution recently passed by the American Automobile Association.

But the contestants do not know that the rules will be so interpreted. Neither has the club made any statement to that effect, and consequently uncertainty prevails.

What seems to be required is an unmistakable announcement declaring that contestants must finish the course, whether they have penalized stops or not, so that complete records may be obtained, and that disregard of this announcement will be considered as disobedience of the rules subject to discipline through the A. A. A.

Perhaps it should be emphasized, for the sake of enforcement, that the observers' records of vehicles which fail to finish, will be subject to publication under all circumstances when it seems doubtful whether the failure was involuntary or otherwise.

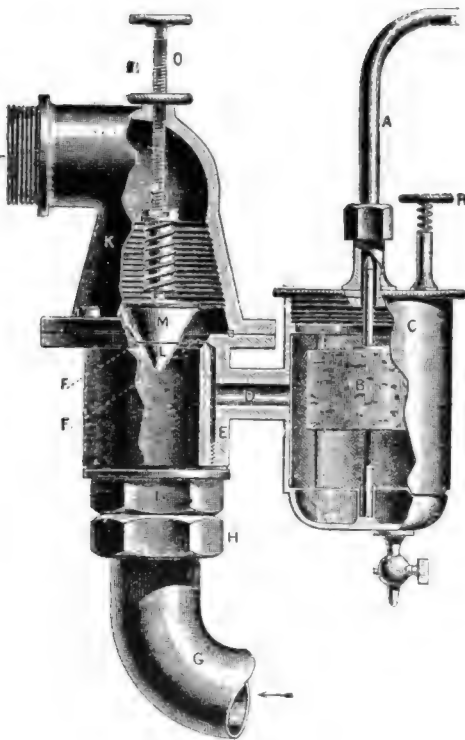
It need hardly be said that a precaution of this kind is in the interest of all contestants, because the record of a good performance, even if it does not entitle to a non-stop certificate, is greatly preferable to any mention of which the burden is that the vehicle abandoned the contest.



A Feature in Georges Richard Cars

HALF the troubles with ignition—to which 95 per cent. of all troubles with gasoline vehicles are charged—may be traced to imperfect carburetter construction or unskillful management of the explosive charge. Hence a highly important part of present progress consists in improving the carburetter and rendering it automatic and “fool-proof.” In the A. C. A. century non-stop contest on Memorial Day some cars will take part whose sweet and easy running is largely due to the carburetter construction. These are the Georges Richard vehicles, the American agency for which has been secured by a company organized by C. J. Field, which

purchased an option for 250 cars of this manufacture from Alexander Fischer, who in turn had obtained it from Mr. Cuenod, a gentleman who is highly connected in automobile circles in Europe, and arrived in New York several months ago as the representative of Richard and Rochet-Schneider cars. This complicated transaction shows, by the way, how intense the demand has grown to be in New York for reliable vehicles which can be delivered without too great delay. The carburetter in the Georges Richard vehicle embodies certain improvements which La Locomotion considers entirely out of the common, but some of our readers will undoubtedly notice that these improvements represent principles which were first recognized in this country and that several of our vehicle and parts manufacturers have endeavored to incorporate them in their product. On account of the tendency to secrecy which prevails among automobile builders here, it is



RICHARD CARBURETTER.

not, however, always easy to ascertain how successful they have been.

It is well known that in spray carburetters the gasoline is drawn from the jet entirely by the suction of the piston. This same suction produces a violent rush of air through the carburetter and into the cylinder, giving rise to an intimate mixture of the charge. The volume of charge admitted in unit time depends then entirely on the force of this suction, and it may be stated without any experiment, that the volume and quality of the mixture admitted to the cylinders must vary with the speed of the motor. It has been claimed that the power of the explosion is not diminished with decrease of speed, as the suction

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takes place during a longer time, but, probably the output of gasolene falls more rapidly than the speed. At a high speed the degree of vacuum round and above the jet is comparatively high. At a slow speed the degree of vacuum is correspondingly less. Now, this will only slightly affect the volume of air admitted, as the time during which it is drawn in is longer; but the lengthened time is hardly sufficient to compensate for the decreased vacuum round the jet. The Georges Richard carburetter is designed to compensate for this failing. The cone piece, against which the gasolene sprays, is capable of a vertical movement, which is controlled by a light spring. The jet, as usually understood, is absent, but the gasolene arrives through a number of small holes arranged circumferentially in the body of the carburetter in the part surrounding the cone. There is then an annular space between the cone and the gasolene outlets. The effective area of this annular space varies according to the position of the cone piece, which position is determined by the force with which the air rushes in. With the engine running at a high speed, the cone lifts up against the pressure of the spring, and thus enlarges the annular opening. This tends to decrease the vacuum above the gasolene openings by allowing a freer passage for the air. The reverse takes place with the engine running slow. The cone then remains in place, and the annular opening is somewhat obstructed, increasing the effect of the suction on the gasolene. It is found that with a certain strength of spring a mixture of invariable proportions can be obtained, independent of the motor speed.

Earl Russell's American Vehicle

MANY automobilists who have taken part in, or been spectators at, outdoor functions of the Automobile Club of Great Britain, have frequently remarked the four-seated car which Earl Russell has driven upon these occasions. This is one of the few American-built petrol cars in this country, writes *The Autocar*, and Earl Russell was good enough to invite us to take a run in it lately. The trip, though made in bad weather and over very heavy roads, impressed us with the comfort and reliability of the vehicle.

It is interesting to follow the description given by *The Autocar* of this two-year-old American vehicle. It is given as follows:

"The vehicle is the production of Messrs. Haynes and Apperson, of Kokomo, Indiana, U. S. A., and is a very solid-looking and strongly-constructed machine. The underframe is of a triangular form of stout steel tube, the apex of the longitudinal tubes being forward where the central steering of the steering axle is pivoted to allow the steering wheels a certain amount of perpendicular play. The body of the car is supported upon elliptical springs of good length, which afford most comfortable running. The wheels are shod with 3-inch Goodrich pneumatic tires, which have been in fairly constant use since May, 1900, and have behaved so well that Earl Russell says he does not know he has pneumatic tires. The motor is a 7-hp. two-cylinder engine set horizontally beneath the rear of the vehicle, the cylinders being opposed to each other, and the piston rods working on cranks on the engine shaft, set at 180 degrees, working in a cast-iron oil

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bath crank chamber, easily accessible from the back of the car. The cylinders are water-cooled throughout their length, the water for this purpose being carried in perpendicular water tanks forming the side panels of the body. Each of these tanks has five $1\frac{1}{4}$ -inch air pipes running through it from end to end, which assist in keeping down the temperature of the contents. The total capacity of the two tanks is thirty-six gallons. On the left of the engine shaft is mounted a heavy-rimmed flywheel 2 feet in diameter. A very simple cylindrical form of carburetter is used, the petrol being fed on to a mushroom spreader within, and the cold



EARL RUSSELL IN HIS 1900 MODEL HAYNES-AFFERSON SURREY.

air feed taken in immediately at the side. Each cylinder has its own carburetter. The admission of both air and petrol to both carburetters is controlled by a small plunger actuated from the floor of the car by the driver's foot, the command over the speed and power of the engine being remarkable.

"On the right of the engine shaft are fast toothed pinions, which are in constant mesh with spur wheels running loose on countershaft. The spur wheels are made with overhanging flanges or drums on one side, and these communicate the drive to the countershaft by means of sliding clutches, which cause expanding arms to grip and bite on the drums. The grip of these arms allows just sufficient slip when the speeds are changed to prevent any unpleasant shock or jar. There is no noise whatever in changing speed. The drive is taken from the counter-

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shaft by a chain to sprocket running with a toothed pinion on a stud held by a radial arm. The pinion meshes with the spur wheel set round differential gear wheel on main live axle. The carrying of the sprocket wheel on the radial arm is to allow the chain to be tightened when necessary. In company with Earl Russell and his mechanic, we made a twenty miles out and home run from Chichester on the Portsmouth Road, which was heavy at the time. Although no severe gradients were met with on this route, the climbs that occurred were sufficient to show us how well and sweetly this car ran on its top speed without any necessity for changing. It would slow up, of course, but the engine always seemed to find power enough to keep the car going on her third, when we expected the driver to come down on to the second or even the first speed. Earl Russell fitted the car with the wheel steering shown in the illustration. The control of the running by means of the foot-applied throttle above referred to is remarkable. The engine, it should be noted, is electrically ignited in a somewhat unusual manner, but without drawings it is not possible to convey an idea how this is done. The vehicle is undoubtedly most efficient, controllable, and comfortable, but on its present lines we fear it will hardly appeal to European taste, fashioned as that is upon the prevailing French models."



E. CLARENCE JONES' 12 H.P. BENZ TONNEAU.

Entered in Non-Stop Contest—First Benz Car in American Contest—Will Run Without Top.

Le Circuit Du Nord

UNDER this name the series of contests and races arranged by Jean Dupuy, the French Minister of Agriculture, will go down in the history of the automobile movement as an epoch-making event. The significance of these tests will, perhaps not be fully appreciated until after all the data gained through the elaborate apparatus of control which the French Government had set in motion on this occasion shall have been gathered and sifted; but even now, only ten days after the conclusion of the event, it is evident that the results point out lessons of great importance for the future, and the newspapers and magazines of France, issued immediately after the conclusion of the speed trials, indicate that this is being quickly realized.

According to the rules laid down by the Minister of Agriculture, the fuel to be used in all vehicles was to contain at least 50 per cent. of denaturized alcohol, and, as a matter of fact, a certain mixture containing gasolene and alcohol in about equal proportions, and marketed by a Mr. Lepretre, under the name of "Electrine," was used in all the winning gasolene vehicles, and, so far as may be judged from the reports, also in the Gardner-Serpollet steam vehicles, in which the fuel ordinarily employed for heating purposes is kerosene.

Despite this restriction in regard to the source of power, the speeds reached were extraordinary, and the regularity of the work of the motors astonishing. In fact, several of the chauffeurs, among whom W. K. Vanderbilt, Jr., are credited with remarks giving preference to the half-and-half mixture over pure gasolene.

It seems that the mixture was used in some of the vehicles without any change of the motor or carburetter mechanism whatever, and without necessity for heating the carburetter for the start, while in other vehicles the construction had been specially adapted to optional use of gasolene or "Electrine," by lengthening the piston stroke, and by other minor changes.

That the adaptation has not been equally successful in all cases seems to be indicated by the absence of some of the most celebrated manufacturers from the list of winners. The Mors racing vehicles, for example, which were supreme in the Bordeaux-Paris and Paris-Berlin races last year, do not appear on the list, but a further examination of the facts discloses reasons for this which have nothing to do with the use of alcohol. Mr. Vanderbilt conducted a Mors, and was compelled to abandon the race by the breakage of a gear wheel. We read of another Mors machine which was disabled from the same cause. We also read of certain changes which had been made in the transmission gear of the Mors machine in order to obtain direct driving between the highest gear and the pinion on the differential shaft, and naturally the breakages which occurred are ascribed to this change. Since last year, when the Automobile Club of France issued its decree limiting the weight of large vehicles to 2200 pounds, all unnecessary material has been whittled off the racing models of 1901 to bring them within the limits, and in some cases new models have been created with especial view to reducing the weight. To some extent these new models were experimental, so far as their ability to withstand the strains of a long-distance race was concerned, and while the experiment did not prove wholly satisfactory in all cases,

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it may be confidently predicted that the great firms will quickly remedy whatever mistakes they may have committed. Among the drivers of Panhard-Levassor cars, René de Knyff was the only one who had a new model, built especially for the Paris-Vienna race, and he was compelled to abandon the race on account of breakage; while Maurice Farman and Jarrott won glory on Panhard machines which were of the 1901 model, whittled down to the weight limit. Mr. Girardot was scheduled to drive a Charron, Girardot & Voigt racing car, which has been highly praised in the French press, but nothing has been heard from him in the returns. It is possible, however, that he did not start.

From another report it seems that Vanderbilt, who had entered a Mors car as No. 19 in the race, had also entered his 45-hp. Mercedes as No. 53, and that he used the latter, while the Mors was not started. Be this as it may, the change of the high gear of the Mors racing car must have been unfortunate, as no account has been received of any of the nine Mors cars on the entry list.

As previously reported in *Automobile Topics*, the "Circuit du Nord à l'Alcool" embraced three kinds of trials; one for industrial vehicles over a course of 85 kilometers (one kilometer equals 0.621 miles) from Beauvais to St. Germain, near Paris; another for tourists, in regard to which only meager news has so far been received; and the third one for speed, starting from Champigny, near Paris, and covering the northern portion of France by a circuitous route, via Chalons-sur-Marne, to Arras (first day), and from Arras over St. Omer, Boulogne and Dieppe to St. Germain (second day), a total distance of 922 kilometers. Eighty-five vehicles were entered for this race, including nearly all the well-known makes, and the first arrivals at St. Germain on May 16 were as follows:

1. Maurice Farman, in a Panhard-Levassor, class 650 to 1000 kilograms weight, in 11 hours, 56 minutes, 1 second.
2. Jarrott, in Panhard-Levassor, class 650 to 1000 kilograms weight, in 13 hours, 3 minutes, 12 seconds.
3. Marcellin, in Darracq machine, class 400 to 650 kilograms weight, 13 hours, 3 minutes, 22 seconds.
4. Henri Farman, in Panhard-Levassor, class 400 to 650 kilograms weight, 14 hours, 9 minutes, 36 seconds.
5. Rutishauser, in Gardner-Serpollet steam vehicle, class 650 to 1000 kilograms weight, 16 hours, 54 seconds.
6. Grus, in Renault machine, class 250 to 400 kilograms weight, 16 hours, 4 minutes, 34 seconds.
7. Bardeaux, on De Dion-Bouton motorcycle, class 50 to 250 kilograms weight, 16 hours, 12 minutes, 36 seconds.
8. Oury, in Renault machine, class 250 to 400 kilograms weight, 16 hours, 17 minutes, 31 seconds.
9. Rigolly, in Gobron-Brillié car, class 400 to 650 kilograms weight, 16 hours, 31 minutes, 9 seconds.
10. Gondoin, in Panhard-Levassor, class 400 to 650 kilograms weight, 17 hours, 58 seconds.
11. Barbaroux, in Clement machine, class 400 to 650 kilograms weight, 17 hours, 49 minutes, 51 seconds.

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12. Cozic, in Deschamps machine, class 400 to 650 kilograms weight, 18 hours, 29 minutes, 29 seconds.

13. Le Blon, in Gardner-Serpollet, class 650 to 1000 kilograms weight, 18 hours, 46 minutes, 45 seconds.

14. Tart, in Clement machine, class 400 to 650 kilograms weight, 18 hours, 47 minutes, 10 seconds.

15. Chauliaud, in Gardner-Serpollet, class 650 to 1000 kilograms weight, 18 hours, 57 minutes, 23 seconds.

16. Ducros, in Panhard-Levassor, class 400 to 650 kilograms weight, 19 hours, 19 seconds.

17. Barbereau, in Gardner-Serpollet, class 650 to 1000 kilograms weight, 19 hours, 16 minutes, 51 seconds.

18. Guillaume, in Darracq machine, class 250 to 400 kilograms weight, 20 hours, 27 minutes, 6 seconds.

19. Cormier, in Renault machine, class 250 to 400 kilograms weight, 21 hours, 3 minutes, 6 seconds.

For comparison with the weight of American vehicles it will be remembered that one kilogram equals 2 1-5 pounds.

The average speed maintained by Maurice Farman for a distance of 922 kilometers (572 miles) was 76 4-5 kilometers (nearly 48 miles) per hour. The vehicle which carried him was a 40-hp. Panhard, capable of 50 hp.; it was built for the Nice-Abbazia-Nice race (which was prohibited by the Italian government), and was intended to have been operated with gasolene in that race. At its highest gear and with motor accelerated it is figured to make one kilometer in 36 seconds, which gives it smaller theoretical speed than that actually attained by Serpollet at Nice and by Vanderbilt at his recent road trials. Jarrott's machine was an exact duplicate of Farman's, both being of the 1901 racing model, considerably lightened.

The Darracq vehicle, piloted by Marcellin, was of 25 hp., four-cylinder motor, governor acting on the fuel admission, driving by longitudinal bevel gear shaft from the cone clutch to the differential, with interposed universal joint. It weighed, all told, 645 kg. and bounded over the roads, at times, at the rate of 34 seconds to the kilometer, and came out first in its class, with a performance made more remarkable by the rain, muddy roads and bad pavements which prevailed during this race.

Much credit is given the Gobron-Brillié car for its success, because this machine has never before been entered in a speed contest. Its makers, however, were among the first to take up the use of alcohol, and have gained many honors in efficiency trials, usually sharing these with the Georges Richard constructions. The Renault cars, of which four were entered, were not quite as successful this year as in the Paris-Berlin race. The two brothers, Louis and Marcel Renault, were both among the starters, but broken pinions compelled them to abandon the trials. The two other Renault cars came through in good order, as shown above.

Probably the most sensational success was scored for the Gardner-Serpollet cars, which were all of stock pattern and all covered the route, demonstrating even to Mr. Serpollet that the alcohol-gasolene mixture operates better in his vehicles than the kerosene for which they are built. Besides, says the French commentator, the alcohol neither smokes nor smells.

Sport and Utility

"IT will be patent to everyone that in record-making, where the resistance of the air becomes such an important factor, to have trustworthy results it will be necessary in future to bring into the calculation the speed and direction of the wind during the contest," remarks an English commentator on short-distance speed trials. "The difference in air resistance between a head and stern wind will make a difference of miles per hour in the results, and the competitor in a record contest who happens to get into a favorable lull in a head wind, or a favorable puff in a stern wind, will have a considerable advantage over the rest. The only true test will lie in an instrument, a kind of anemometer, carried by each car, which will register the speed with due reference to the air currents."

A test which could be applied with greater simplicity, and perhaps with a higher degree of accuracy in the results, would consist in covering the course in both directions, and computing the mean of the two performances. This would also eliminate the variations due to slight grades. Possibly, however, the British reformer does not quite understand the spirit of short-distance speed trials. He takes them evidently too seriously. The elements of wind and grades, being left out of the records, constitute a gaming chance and a business chance, as well. Without them the outcome of a mile or kilometer trials could be reduced to an almost mathematical certainty, and a nice opportunity for advertising on the part of manufacturers, and for wonderment on the part of the wonder-loving public, would be lost.

The case in the Rhode Island Supreme Court against Foxhall Keene, W. K. Vanderbilt, the National Automobile Racing Association and others has been entered as discontinued without costs. This is the outcome of the injunction secured against the defendants last fall restraining them from holding automobile races on the Ocean Drive. Automobile races at Newport this season will be held on the new track of the Rhode Island Jockey Club, on the Westchester Polo Club's grounds, Bateman's Point.

H. B. Fullerton, the well-known good roads advocate and automobilist, will send to all who are interested a copy of "Unique Long Island," published by the L. I. Railroad Company, Long Island City, New York. The book contains a series of pictures from which an excellent idea may be gathered of the many picturesque spots which invite the tourist and the seeker for recreation. The engravings are all made from photographs, and are exceedingly well executed. Six cents are required to cover postage.

The Rev. Dr. George C. Lorimer, of New York, advocates the electric chair for automobilists who run over and kill human beings. Another noted preacher, Dr. Olmsted, who has a reputation for conservative views, told his congregation that rich people were becoming an intolerable nuisance through their indulgence in reckless speed on land and on water.

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Cleveland has passed one of those ordinary ineffectual speed-regulating ordinances. Three aldermen who voted against it are herewith inscribed on the roll of honor of *Automobile Topics*. They were Messrs. Emerson, Stibr and Hitchens, according to the Cleveland Plaindealer. Mr. Emerson said that he opposed the ordinance because it was of an indefinite nature. He said that it would be absolutely impossible to secure convictions under the law, as no one could tell how fast the machines were moving and whether or not they were violating the law. The ordinance as passed over the three dissenting votes, suits the automobilists of Cleveland, who now probably imagine that they have license to run as fast as the ordinance allows, under any and all circumstances.



W. F. HUNT OF HONOLULU COMING DOWN FROM TOP OF MT. TONTELAS.

Public automobiles operated in Berlin run at the same tariff as the droschkies which go by horse power—that is, about seventy-five cents an hour, writes the New York Herald. Like most of the Berlin public vehicles and those of other German cities, it is equipped with a taxameter. This device is a clock whose speed is accelerated by an odometer attached to the axle of the cab. The revolutions of the wheels mark the distance traveled, and according to this distance you pay for the use of your cab. The clock's face is divided into spaces representing one hundred pfennigs. The minimum fare is fifty pfennigs, and the clock hand starts at the fifty pfennig mark. When you have traveled a distance which according to

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the legal schedule is chargeable at fifty pfennigs the clock hand jumps to fifty-five, and it continues to move as the wheels revolve. If your cab stands still the hand still goes, but at a slower rate of speed.

It is learned through the office of the Standard Oil Company in Bombay, India, that in January next there will be held at Delhi, India, an exposition at which all manufacturers of motor vehicles are invited to exhibit, and that European manufacturers expect to accept the invitation. Mr. H. L. Pratt, of New York, who represents the interests of the Standard Oil Company in this respect, thinks that India offers a good market for automobiles, and that the exposition could be patronized by our manufacturers with good hope of remuneration in the form of subsequent business. It is to be noted in this connection, however, that the use of gasoline is surrounded with strict precautions in the tropics, and most steam vehicles which have been sent to British India or Java have been equipped with kerosene burners for this reason.

SUMMARY OF A DEMONSTRATION WITH A DAIMLER "MODEL 22" DELIVERY WAGON IN THE SERVICE OF A NEW YORK CITY DEPARTMENT STORE.

Date.	Time left. A. M.	Time returned. P. M.	Stops.	Territory.	Gasolene consumption, Gals.	Odometer Miles.
3.31.02	8.00	3.00	13	From 20th St., N. Y. City, up through Westchester Co.	3	32
4. 1.02	8.00	4.25	19	do	3½	36
2.	8.30	5.20	36	do	4	40
3.	8.15	4.00	33	do	4½	40
4.	8.15	4.00	28	do	4½	42
5.	8.15	5.20	51	do	5¼	50
7.	8.30	3.15	18	do	5	50
8.	8.30	5.15	30	do	6	65
9.	8.15	5.45	24	do	5½	65
10.	8.00	5.45	37	do	7½	75
11.	8.30	6.30	66	do	8	77
12.	8.30	9.30*	26	do	4	40
14.	8.30	6.00	47	do	6½	70
15.	8.30	6.00	72	do	6½	70
16.	8.30	6.00	32	do	5½	58
17.	8.15	5.30	53	do	5	49
18.	8.20	5.45	54	do	5½	52
19.	8.00	5.00	40	do	6½	64
21.	8.30	6.30	38	do	7	71
22.	8.10	5.50	46	do	6	59
23.	8.30	6.00	50	do	6½	62
24.	8.00	6.00	56	do	5½	60
25.	8.00	5.30	34	do	5½	60
26.	8.30	5.45	41	From 20th St., N. Y. City, to West Harlem route, 110th to 200th St.	5	55
28.	8.45	5.00	69	do	4½	40
29.	8.30	6.00	102	do	4½	41
30.	8.30	5.45	82	do	4½	40
Totals,			1,197		145¼	1,463

*Delayed through hot box.

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Toledo aldermen are said to favor a speed limit for automobiles of 15 miles, and an ordinance to this effect is in the hands of one of their committees.

Columbus, O., is wrestling with an 8-mile ordinance, and the discussion has called forth the following brilliant suggestion: "That it might be possible that automobiles be provided with two different speeds, as some are at present, a slow and a fast controller to be used. The ordinance could compel all machines to be fitted with this device and a fine imposed on all chauffeurs using the high-speed controller within the slow-speed district. This scheme has already proved successful in controlling the speed of suburban street cars in Buffalo." Perhaps a school for the instruction of newspaper writers in the theory and practice of automobiling would accomplish more lasting results than an electric controller on a gasoline motor or steam wagon.

Gasolene Wagon Delivery Tried

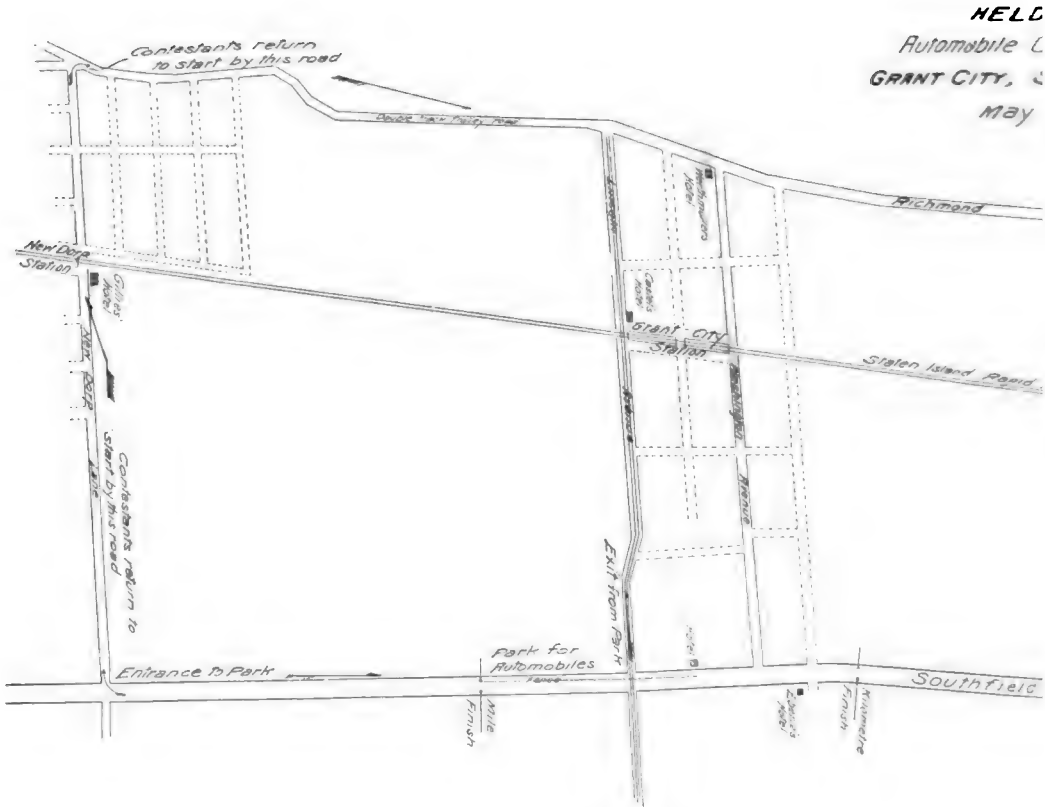
THE Daimler Mfg. Company, of Long Island, supplies a summary of a month's demonstration with a Daimler model 22 delivery wagon, placed in the service of a New York City department store.

The parties for whom this demonstration was made inform the Daimler company that its wagon did the work of six horses and two wagons. They also



state that, after making liberal provision for fuel, storage, maintenance, and wages of the operator and a boy, there is a saving over their present system of \$216 a month.

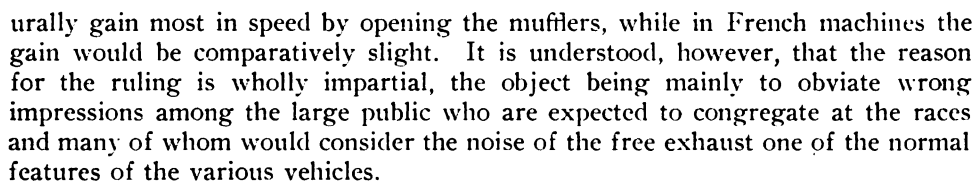
Course for Mile and



Mufflers Compulsory in Speed Trials

CHAIRMAN D. H. MORRIS of the racing committee of the Automobile Club of America has issued instructions to the participants in the mile and kilometer trials on the South Shore (Southfield) Boulevard, Staten Island, May 31, from which it is seen that all gasoline vehicles will be required to run with their ordinary muffler equipment, and especially that no vehicle will be permitted to run with open exhaust. This ruling will be somewhat in favor of the machines whose mufflers are least efficient to deaden noise and therefore most economical of power. In some American vehicles which are almost noiseless, it is said that the back pressure of the muffler consumes 30 per cent. of the motor power while also contributing to reduce vibration, and these vehicles would nat-

1E
America
ISLAND N.Y.
2.



The club has secured headquarters at the track at the Boulevard Hotel, where coats and wraps may be checked, but the hotel accommodations are very limited. There are some hotels at New Dorp and Midland Beaches, near the track, where luncheon can be had.

Entries for Mile and Kilometer Trials

NEVER has the automobile industry of the world been represented at a race meet so fully as it will be on May 31 on Staten Island. Not that many American manufacturers have made entries, for America does not cater extensively to sprinting honors in automobilism, but the principal French racing machines will be seen in competition with each other and with the only German racing machine of note, the Mercedes; and in the classes below 2,000 lbs. the Winton, the Packard, the U. S. L. D., the Ward-Leonard, the Knox and a new construction from the hands of A. L. Riker will take up the battle against them in behalf of our manufacturers. In the steam class the entries of four Locomobiles, one Prescott and two special amateur-built vehicles will make bids for new records, and in the electric class the Baker Motor Vehicle Company expects to surprise the public with a new showing. Only British-built automobiles are entirely absent, and the motor bicycle class is meager in number of entries, but nevertheless the variety of the competition is greater and more representative than at any European mile or kilometer trials.

The entries in the various classes and the previous American mile record for each class, are as follows:

CLASS 1--MOTOR BICYCLES.—1.35.	
	H.P.
Jos. Tracy (Orient).....	3¼
Motor Cycle Mfg. Co.....	4
C. H. Metz (Orient).....	3¾
H. B. Ruggles (Rugmobile).....	2¼

CLASS 3—GASOLENE MACHINES.	
1.27 3-5.	
	H.P.
(Under 1,000 pounds.)	
L. S. Thompson (Renault).....	8
H. Ward Leonard (Knickerbocker)...	8
Ward-Leonard Elec. Co. (Knickerbocker)	8
Ward-Leonard Elec. Co. (Knickerbocker)	4½
Lewis Nixon (U. S. L. D.).....	7
Knox Automobile Co. (Knox.).....	6

CLASS 4—GASOLENE VEHICLES.	
1.53 2-5.	
	H.P.
(Between 1,000 and 2,000 pounds.)	
Jefferson Seligman (Mors).....	12
Albert C. Bostwick (Panhard).....	10
Ernest Cuenod (Rochet-Schneider)....	15
E. A. Riotti (U. S. L. D.).....	7
Percy Owen (Winton).....	15
C. D. Cooke (Darracq).....	25
F. A. La Roche (Darracq).....	16
A. L. Riker (Riker).....	12
Wm. N. Beach (Mors).....	16
Geo. B. Adams (Packard).....	12

CLASS 5—GASOLENE VEHICLES.	
0.51 4-5.	
	H.P.
(Over 2,000 pounds.)	
Mrs. Howard Gould (Mercedes).....	35
E. E. Britton and A. J. Levy (Mors)....	60
Ernest Cuenod (Mercedes-Simplex)....	40
H. H. Rogers, Jr. (Mercedes).....	35
William Guggenheim (Panhard).....	24
W. P. Norton (Mercedes).....	35
E. E. Britton (Panhard).....	16
J. E. Ewing (Panhard).....	24
E. R. Thomas (Panhard).....	40
R. A. Rainey (Panhard).....	40

CLASS 6—STEAM VEHICLES.—1.15.	
	H.P.
L. E. Holden (Locomobile).....	8
G. C. Cannon (Special).....	10
H. M. Wells (Prescott).....	4½
J. W. Howard (Howard).....	—
S. T. Davis, Jr. (Locomobile).....	10
S. T. Davis, Jr. (Locomobile).....	7

CLASS 7—ELECTRIC VEHICLES.—1.03	
Baker Motor Vehicle Co. (Baker).....	—

CLASS 8—FREE FOR ALL.	
	H.P.
W. P. Norton (Mercedes).....	35
Baker M. V. Co. (Baker).....	7
E. R. Thomas (Panhard).....	40
J. W. Howard (Howard).....	—
S. T. Davis, Jr. (Locomobile).....	10
S. T. Davis, Jr. (Locomobile).....	7

The routes for reaching the course in an automobile are as follows:

(1) Cross the ferry at the Battery to St. George; thence by Bay Street to Vanderbilt Avenue and Richmond Road to New Dorp Lane. This route will be

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marked by yellow arrows. At New Dorp Lane there will be a sign directing spectators to turn sharp to the left. This lane will bring you out at the finish.

(2) Cross 42d Street Ferry to Weehawken and thence by Hudson County Boulevard to Bergen Point Ferry to Point Richmond and thence by Clove Road into Richmond Road, to New Dorp Lane.

(3) Spectators from New Jersey may cross Elizabethport Ferry in automobiles to Staten Island; thence by North Shore Road to Port Richmond and thence by Clove Road to Richmond Road and New Dorp Lane, or can take trolley on Staten Island Side to Grant City.

Arrangements have been made by which automobiles may be parked on the west side of the track within an enclosed space, but no horse-drawn vehicles will be permitted in this space.

The course may also be reached by taking ferry to St. George, and there taking the Midland Trolley, which will run under two minutes headway, to the track at a point a few hundred feet from the finish. To get to the Midland Trolley cars, turn to the left after leaving the boat and pass out of the carriage entrance *to the end of the pier*. You can also take the Staten Island Rapid Transit train at St. George which will land you at Grant City, being five minutes walk from the track.

Boats will leave foot of Whitehall Street (Battery) for St. George at 9.00, 9.30, 10.00, 10.30 and 11.00.



F. A. LA ROCHE MAKES A FAST MILE ON THE STATEN ISLAND MILE AND KILOMETER SPEED COURSE IN A 16 H.P. DARRACQ TONNEAU.



AT PELHAM BAY BRIDGE, ON THE ROUTE OF THE A. C. A. NON-STOP RUN—
AS SEEN ON RETURNING TO NEW YORK CITY.

Entries for Memorial Day Contest

AS expected, entries for the 100-mile Memorial Day non-stop and fuel consumption contest came thick and fast on the last days before the expiration of the time limit, last Saturday, and Secretary Butler, of the A. C. A., was enabled to announce a list of more than seventy contestants in the New York Sunday newspapers. Since then a few belated entries have been received and accepted, and the lists, in the three classes, are now as follows:

CLASS A—GASOLENE VEHICLES.					Passen-		
Entrant and Vehicle.	H.P.	Wgt.	gers.	Entrant and Vehicle.	H.P.	Wgt.	gers.
A. R. Shattuck (Panhard)	12	2,500	4	W. S. Kilmer (Panhard)	24	...	4
Adams & McMurtry Co.				A. H. Tatum (Darracq)	9	1,300	4
(Packard)	12	2,100	2	E. Clarence Jones (Benz)	10	2,000	6
Adams & McMurtry Co.				C. E. Miller (Coffee)	12	3,000	3
(Packard)	16	2,100	2	O. W. Bright (Packard)	12	2,200	4
G. F. Chamberlin (Panhard)	16	2,200	4	A. J. Lamme (Long Dis-			
S. D. Ripley (Gasmobile)	25	2,700	5	tance)	7	1,200	2
Percy P. Pierce (Pierce)	3½	700	2	Ward-Leonard Elec. Co.			
E. E. Britton (Panhard)	16	...	2	(Knickerbocker)	5	1,000	3
Jefferson Seligman (Mer-				Ward-Leonard Elec. Co.			
cedes)	12	1,700	4	(Knickerbocker)	5	1,050	4
Col. John Jacob Astor				Ward-Leonard Elec. Co.			
(Panhard)	12	2,200	4	(Knickerbocker)	5	1,000	3
				C. D. Cooke (Darracq)	9	1,250	2

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CLASS A—(Continued). Entrant and Vehicle.

	H.P.	Wgt.	Passen- gers.
F. A. La Roche (Darracq)...	9	1,250	2
H. W. Whipple (Packard)...	12	2,200	4
Jefferson Seligman (Mors)...	12	....	6
H. S. Chapin (Haynes-Apperson)	9	2,000	4
H. S. Chapin (Haynes-Apperson)	6	1,250	2
Peerless Mfg. Co. (Peerless)...	16	1,700	2
Peerless Mfg. Co. (Peerless)...	16	1,700	2
C. J. Field (Georges-Richard)	10-12	1,200	4
Alex. Fischer (Georges-Richard)	10-12	1,200	4
E. Cuenod (Rochet-Schneider)	12-16	2,200	3
I. W. England (Long Distance)	7	1,400	2
E. A. Riotti (Long Distance)	12	1,600	4
Wm. Morgan (Autocar).....	8½	1,200	2
E. B. Gallagher (Fournier-Searchmont)	8	2,500	4
E. B. Gallagher (Fournier-Searchmont)	8	2,500	4
George Arents, Jr., (Panhard)	12	2,600	4
J. H. Yockel (Gasmobile)...	12	2,800	5
J. F. Hovenstadt (De Dion-Bouton)	4½	850	2
R. J. Allyn (Darracq).....	16	1,700	4
H. C. Cryder (Gasmobile)...	9	1,900	2
H. C. Cryder (Gasmobile)...	12	2,500	2
Haynes - Apperson Co. (Haynes-Apperson)	9	1,950	2
A. P. Smith (Automotor)...	12	1,500	4
Lawrence & Hollister (special)	8	1,700	2
Knox Automobile Co. (Knox)	6	1,400	2
Knox Automobile Co. (Knox)	6	1,400	2
Knox Automobile Co. (Knox)	6	1,400	2
A. L. Riker (Riker).....	12	1,700	2
Adams & McMurtry Co. (Packard)	12	2,100	2

CLASS A—(Continued). Entrant and Vehicle.

	H.P.	Wgt.	Passen- gers.
G. Jason Waters (Peerless)...	16	1,700	4
D. S. Brown, Jr. (Des-beron)	8	....	2
Thomas Hall Wyatt (Morgan)	4	1,100	2
Central Auto Co. (Cottetereau) .....	..	1,400	4
Wm. N. Beach (Mors).....	16	....	4

CLASS B—STEAM VEHICLES.

Entrant and Vehicle.	H.P.	Wgt.	Passen- gers.
Int. Motor Car Co. (Toledo)	7½	1,400	2
Grout Brothers (Grout)....	4½	1,000	2
W. H. Wells (Prescott)....	4½	1,300	2
H. M. Wells (Prescott)....	4½	1,300	2
A. G. Southworth (Toledo). 7½	7½	1,500	2
Grout Brothers (Grout)....	6½	1,300	2
F. E. Magee (Prescott)....	4½	1,300	2
Lane Motor Vehicle So. (Lane)	10	1,650	4
Loco. Co. of Am. (Locomobile)	3½	985	2
Loco. Co. of Am. (Locomobile)	3½	1,250	2
Loco. Co. of Am. (Locomobile)	6	1,750	2
P. H. Deming (White)....	6	1,400	2
W. T. White (White).....	6	1,400	2
M. R. Hughes, Jr. (White). 6	6	1,400	2
Overman Auto. Co. (Overman)	4½	1,500	2
Overman Auto. Co. (Overman)	14	3,500	4
Overman Auto. Co. (Overman)	4½	1,500	2

CLASS C—ELECTRIC VEHICLES.

Entrant and Vehicle.	Wgt.	Passen- gers.
Electric Vehicle Co. (Columbia)...	2,000	2
Knight Niftel (Vehicle Equip. Co.)	2,800	4



An Egyptian Emergency

“**Q**UADRICYCLING in the Sahara is not an absolute success,” says J. McMillan Hamilton, who has just returned from a pleasure trip to Egypt and other old country spots of interest. The sand is so loose and deep in places that the wheels will not take hold. The accompanying picture shows the plight in which Mr. McMillan and Dr. A. J. Walker, of Cairo, found themselves in trying to travel from the Gizeh to the Sakkara pyramid with a quadricycle.



STALLED 20 MILES OUT OF CAIRO.

Anti-Speed Philosophy

A SURFEIT of pleasure leads rich men of weak ideation to a morbid craving for new sensations. In Europe it is openly recognized that the main excuse for the speed mania is the desire to feel new sensations and juggle away the emptiness of a purposeless life. Like all other epidemic errors, this also contains a germ of reason. All progress of civilization means increased dominion over the forces of nature, and every new form in which the power of the human mind over natural forces is asserted, means new sensations. These therefore stand for the essence of material and spiritual progress. It is only to be deplored that the new sensations are chiefly enjoyed by persons who have had no share in rendering them possible. They are like savages with firearms. They are placed in control of a force which they could never have created from the resources of their own minds, and they abuse it terribly. They buy a sensation to which they are not entitled.

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

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VOL. 4 No. 7

NEW YORK, MAY 31, 1902

PRICE TEN CENTS

AUTOMOBILE TOPICS is published weekly, by Automobile Topics, No. 29 West 42d Street, New York. Subscription price, \$4.00 a year in the United States and Canada, or in foreign countries within the Postal Union, \$6.00 (gold) in advance. Advertising rates may be had on application.
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AN INACCESSIBLE PRINCIPALITY

OUR friend, the princeling of Schwarzburg-Sondershausen in Germany—a kindred soul to the sovereign of Reusz-Greis-Schleisz-Lobenstein-Ebersdorff—has promulgated certain interesting prohibitions relating to automobile traffic in his domains. These regulations are worth close study by American park boards who consider it the principal mission of the automobile movement to furnish them with an opportunity for displaying the extent of their authority and demonstrating how obnoxious it can be made. As to the prince's ukas, except for those who have obtained his special permission in advance, the four principal roads in his Liliputian empire are declared positively prohibited, and the permission will be given only to those who are personally known to the chief of police, and to them only during the season when the prince and his consort are not living in a certain villa. Three other highways are prohibited during uncertain periods, the time to be announced by placards posted on the roads. For foreign automobiles the principality is completely closed, but placards are posted to show the hapless automobilist who does not live in Schwarzburg-Sondershausen, how he may get around the boundaries. Section 4 of the remarkable edict orders automobiles to drive very slowly, or even stop completely, when meeting equipages belonging to the prince, soldiers marching in closed columns,

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funeral processions, mail wagons or the fire department, and finally declares categorically, that "to overtake princely equipages with an automobile is forbidden." Germany is mildly wondering if the last clause is to be enforced also when there are no princely occupants in the princely equipages.

THE RUSSIAN CHOKE REIN

IN consideration of the many distressing accidents which have occurred lately from the fright of horses, it would seem to be timely to call attention again to the Russian choke rein, which offers a highly effectual means for quieting a horse, by shutting off his wind. It is manufactured in an improved form in New York, and has been recommended by leading horsemen, as it is never more severe on the horse than required for the occasion. When released, the horse breathes freely again, and then the automobile will have passed out of sight. Automobile clubs all over this country could probably do no greater service to their respective communities than to advocate the general use of this rein with all horses which are not thoroughly broken to the sight and sounds of automobiles. In Russia, where reckless driving of horses is common, the device has been in use for several hundred years.



WINTON TOURING CAR—DRIVEN BY PERCY OWEN.

Winner of 100 per cent Certificate and Hill Climbing Contest in its Class in Long Island Automobile Club Endurance Run.

Women as Chauffeurs

WHETHER women may be trusted to drive automobiles remains an inexhaustible subject, so much more difficult to decide as long as daily occurrences throw some doubt on the fitness of men in this respect. Some time it will become self-evident that women are better fit to drive automobiles, which never require muscular effort beyond a certain limit well within the strength of any adult person, than to drive horses, that are liable to become frenzied and are then amenable only to those of great muscular power and determination. It is now somewhat generally acknowledged that, whatever be the limitations of the average woman's presence of mind, an automobile is safer in her hands than in those of a male companion who admires her and is anxious to find out if the admiration is mutual. The most important factor of safety in women's machinemanship lies doubtless in the fact that only vigorous, self-reliant women will undertake to guide an automobile, and that their relatives will provide them with more complete instruction in the art of driving a machine than they usually think necessary for themselves.

In Chicago, where a public examination and a license are required of automobile drivers, most women who come to take the examination are accompanied by male escorts. The applicant for license goes first to the Health Department, where the health test is imposed. This examination is to determine chiefly whether the applicant has a weak heart, and whether she may be color blind. Color blindness may be a most serious defect after dark, when a swung bridge showing a red light might be mistaken for the green safety light and bring disaster. As for a weak heart, every automobile driver can testify as to the shock that may come to the most unsuspecting and iron-nerved of men who drive these machines through the crush and jam of down-town. The disposition of women in an emergency to faint and let a machine run where it will is one of the serious aspects of a weak heart, and this in women has made the heart test of first importance.

When a woman has passed the Health Department's test she appears at the office of the city electrician at the appointed hour to take the mechanical examination. In such case she gives in the type of automobile which she is to run, whether it is to be steam, gasoline or electrical. Perhaps she may take the examination for all classes of machines, but it will be required of her that she name the kind of machine that she is to run, and the license will be issued for that kind of machine only. If for any reason she chooses to change to any other style of automobile, she may have another license on application, at which time she will surrender the old one.

Of the thirty-five women who hold automobile licenses in Chicago, about half are single women, and almost without exception all are young. The list, as now preserved in the order of application at the city electrician's office, is as follows:

Miss Julia E. Bracken, 3255 Wabash avenue; Mrs. Grace Wassall, 150 Lincoln Park boulevard; Mrs. Bruce Clark, 150 Lincoln Park boulevard; Miss C. Neely, 4929 Greenwood avenue; Mrs. F. W. Neumann, 3444 Michigan avenue; Miss Frances K. Sargeant, 6517 Ingleside avenue; Miss May Ryan, 102 Twenty-fifth

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place; Miss E. S. Blye, 6325 Monroe avenue; Miss Jeanette Lindstrom, 2816 North Ashland avenue; Miss Edith Charter, 3607 Ellis avenue; Mrs. B. Harris, 1913 Indiana avenue; Mrs. A. M. Barnhart, 185 Monroe street; Miss Bertha Dibblee, 1922 Calumet avenue; Mrs. Stewart E. Barrell, 149 Lincoln Park boulevard; Mrs. F. H. Blackman, 4011 Lake avenue; Mrs. Alice W. Tucker, 2714 Kenmore avenue; Mrs. Metta Musgrave, 10 Astor street; Miss Italia Blair, 4830 Drexel boulevard; Mrs. Edith Cooke, 5818 Prairie avenue; Mrs. G. V. Davis, 228 East 42d place; Miss C. Brown, 1449 Michigan avenue; Miss May L. Schlesinger, Wilmette; Mrs. F. H. Hancock, 3803 Grand boulevard; Miss Mary D. Abel, 3800 Dearborn street; Mrs. W. T. Nelson, 10 Astor street; Merta M. Peters, 5528 East End avenue; Mary Ella Peters, 5528 East End avenue; Lulu A. Peters, 5528 East End avenue; Mrs. C. E. Jacques, 107 Maple avenue, Oak Park; Mrs. J. Fuller, 47 Kenwood avenue; Miss M. Fitzgerald, 4720 Prairie avenue; Miss Frances E. Slade, 4401 Champlain avenue; Mrs. H. D. Sturtevant, 150 Lincoln Park boulevard; Mrs. William L. Pelouze, Hotel Raymond; Mrs. George Plamondin, 1338 Washington boulevard.

The majority of these conduct electric and steam vehicles. In New York, however, a strong tendency has been indicated of late toward the gasoline machine. The Oldsmobile is frequently seen driven by women; the Packard counts more than one devoted chauffeuse among its admirers, and recently the large imported French machines have found a genial reception, after it was realized that their snorting sounds at low speed are no indication of ferocity. Chief among these fair operators of large machines is Miss Eleanor N. Thomas, who has just returned from a 500-mile tour, starting from Boston, on which she guided a 12-hp. Panhard machine, taking three days for covering the distance. With her were Mr. and Mrs. R. Livingston Beekman. Mrs. T. H. Griffen is mentioned as another chauffeuse who skillfully operates a Panhard machine, in this case a 16-hp. vehicle, ordinarily driven by her husband.

Locomotives and Toledo steam vehicles, as well as Columbia electric carriages, are seen under the guidance of women every day in the most crowded thoroughfares of the metropolis, and in all other large cities, and it is now only a question of a short time before the sensible automobile will be considered much safer in a woman's hand than a horse, if for no other reason than for that given by Sarah Bernhardt, who detests automobiles, but purchased and used one because, as she remarked, "she would rather drive one than be run down by one."

Racing in the Breezy West

A 100-MILE automobile race, accompanied by a railroad observation train for spectators and judges, is on the tapis in Denver. The newly formed Colorado Automobile Club and J. A. McGuire, of Outdoor Life, are contemplating to arrange this unique event from Denver to Palmer Lake and return, the whole course paralleling the railroad. According to present plans, it is to be a handicap race, and this might be interesting if the handicap were arranged according to the speeds claimed for the various vehicles in the catalogues, or

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according to the records established for the vehicles elsewhere. By that system it might be possible to get the driver's ability and knowledge of his machine more prominently into play, than by the ordinary, irrelevant classification methods.

The following officers have been elected for the Colorado Automobile Club, a new organization: D. W. Brunton, president; Colonel D. C. Dodge, vice-president; Dr. W. H. Bergtold, secretary and treasurer; executive committee, D. G. Thomas, Lawrence C. Phipps and L. C. Ferce.

Passe-Partout Starts With a Small Companion

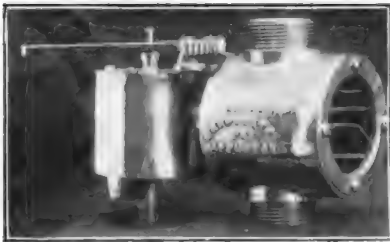
IN the accompanying illustration is shown the "Passe-Partout," in which Dr. Lehwiss and Mr. Max Cudell will attempt their much-heralded trip "around the world." The start has now been made, and the Automobile Club of Great Britain has vouched for the departure being made in proper order. The large car was accompanied by an 8-hp. Argyll vehicle, which looked tiny



beside its monster companion, and an arrangement was effected according to which the small Argyll should follow the expedition over the entire course (described in *Automobile Topics* of May 10), its stores and supplies being carried in the "Passe-Partout."

The Axiom Carburetter

IN the Axiom carburetter a new principle has been introduced. The constant float feed portion of the device does not differ materially from the accepted pattern of this type. A provision is made, however, for throttling the fuel supply in two different ways. In the first place, the air current which siphons the gasolene may be throttled by means of a lever with toothed segment (actuating a rotary valve stem with toothed head), but in addition a special air vent is provided, in which a ball is held against a conical seat by a weak helical spring. The object of this is to render the siphoning action independent of the piston speed, so as to get the charge determined by the air throttle whether the motor is running fast under light load or slowly under heavier load. In the latter case the suction is weak, of course, yet a full charge of fuel is wanted. Under these circumstances the special air vent will not operate and all the air will be drawn in through the main conduit, and will assist in siphoning fuel. When, on the other



THE AXIOM CARBURETTER.

hand, the motor runs fast with strong suction the ball in the air vent is drawn down against its supporting spring by the suction, and part of the required air finds its way through the vent and passes into the cylinder without sucking gasolene with it. This arrangement operates quite automatically and serves the purpose of obtaining perfect combustion at all degrees of throttling and at all variations of motor speed. Devices serving the same purpose are used in other carburetters, but in the drum adjacent to the carburetter proper, and by which the latter is connected directly with the cylinders of the motor, a new element is introduced. This drum is of about the same diameter as the cylinders, and is partitioned with brass plates that compel the air to follow a devious course. The charge, when first drawn in, issues from an umbrella-shaped nozzle under the arched plate (edge of which is seen in illustration) and strikes the lower baffle plate. The inventor has satisfied himself (by observation through a mica pane covering the end of the drum) that at this stage the gasolene is still in a liquid state, though finely comminuted. But on its further progress toward the combustion chamber of the cylinder it is dashed against the intervening plates so frequently as to lead to perfect vaporization, and the shape of the drum obviates the recondensation of gasolene which is apt to occur in long, narrow conduits. The inventor also says that he experiences no trouble in starting with the motor and drum cold. He offers his device to the trade; and those who are not satisfied with the carburetters they have in use, or find frequent necessity for cleaning electrodes of soot deposit, might try the Axiom. It seems to offer certain guarantees against imperfect combustion which are not found in all carburetters operated on the siphon principle.

Verdict of High Importance

JUDGMENT for \$3,125 was rendered against Edward R. Thomas in the Supreme Court of New York last week in the way of damages for running over and killing seven-year-old Henry Thies with an automobile on February 22 last.

The instructions according to which the verdict was delivered were remarkable as being the first authoritative expression of the common law principle in regard to liability for reckless driving of automobiles. In the law of the Romans there was a well-recognized expression which made the probable action under like circumstances of the "good paterfamilias" the standard by which responsibility for accidentally inflicted injury was measured. Would a good father of a family have done as the defendant did? was the question asked, and if the answer had to be given in the negative, the defendant was held liable for damages. This principle has descended from Roman law to nearly all modern legal systems, but it has been very generally believed by those not versed in law—magistrates included—that such special statutes as those passed for the regulation of the speed of automobiles superseded the principle of right and wrong, and that drivers would be held blameless for all injury done by an automobile going at less than legal speed.

This serious misunderstanding has now fortunately been dispelled through the verdict in the Thomas case. Justice Freedman laid down the law to the jury as follows:

"Being or playing upon a street is not of itself contributory negligence in such a child; but, whether it was or not in this case, in the condition of the street in question at the time, it is for you to say. So a mere error of judgment on the part of the deceased was not of itself contributory negligence. If the automobile in question came upon the deceased under circumstances calculated to produce fright or terror, and such fright or terror was produced thereby and this caused an error of judgment by which the boy ran in front of the automobile, the error was not contributory negligence.

"It is claimed by the plaintiff that the automobile at the time was run at an excessive speed. But that is not the most important point. The mere rate of speed, whether high or low, lawful or unlawful, is immaterial unless it entered into the cause of the accident. In the case at bar there is not even any evidence showing what the lawful rate of speed is for an automobile. An automobile has the same duties to perform when meeting pedestrians or other vehicles in the streets of this city that other vehicles are subjected to.

"No owner or operator of an automobile is exempt from liability for a collision in a public street by simply showing that at the time of the accident he did not run at a rate of speed exceeding the limit allowed by law or the ordinances.

"On the contrary, no matter how great the rate of speed may be which the law and the ordinances permit, as a general rule—although in this case there is no evidence—he still remains bound to anticipate that he may meet persons at any point in a public street, and he must keep a proper lookout for them and

AUTOMOBILE TOPICS

keep his machine under such control as will enable him to avoid a collision with another person also using proper care and caution.

"If necessary he must slow up and even stop. No blowing of a horn or of a whistle nor the ringing of a bell or gong without an attempt to lower speed is sufficient if the circumstances at a given point demand that the speed should be slackened or the machine be stopped, and such a course is practicable, or, in the exercise of ordinary care and caution, proportionate to the circumstances, should have been practicable.

"The true test is that he must use all the care and caution which a careful and prudent driver would have exercised under the same circumstances.

"On the other hand, every such operator of an automobile has the right to assume and to act upon the assumption that every person whom he meets will also exercise ordinary care and caution according to the circumstances and will not negligently or recklessly expose himself to danger, but, rather, make an attempt to avoid it.

"It is only when such an operator has had time to realize, or by the exercise of a proper lookout should have realized, that a person whom he meets is in a somewhat helpless condition or in a position of disadvantage, and therefore seemingly unable to avoid the coming automobile, that the operator is required to exercise increased exertion to avoid a collision. This applies peculiarly when children of tender years are met."

Justice Freedman does not enter into the special, new conditions that have arisen by the use of automobiles. In other words, he leaves it for the jury to decide just what a good paterfamilias would do, knowing that his vehicle possesses certain properties in the way of noise, looks, speed and methods of operation. The matter is left open for development and changes of public opinion on these points, but it is clearly decided that travel within the legal speed does not constitute ground for acquittal, and that transgression of the speed limit, on the other hand, is not in itself sufficient for holding the driver responsible for an accident.

On the latter point there seems to be a vagueness, as a good paterfamilias would naturally obey the laws of his country or his community if the laws were such that they could be obeyed intelligently.

On the "Equality of the Senses"

"THE South Park Commissioners have instructed their police to exclude automobiles that disturb the grounds with noises which amount to nuisance," writes the Chicago Chronicle. "Invalids have rights in parks as well as sports. In the other parks the wheezing, shrieking, roaring self-propeller still rules the roads to the alarm of all within earshot.

"A noisy automobile is no more exasperating than an ill-smelling one. The senses have equal rights in public resorts. It is hard to understand how pleasure-seekers can find pleasure behind or over a thing whose odors are nauseating to normal human systems.

"Ill-smelling and noisy vehicles disgrace their users. It may be necessary

AUTOMOBILE TOPICS

to tolerate them in the thoroughfares for business purposes, but the parks are for pleasure, rest and recreation. Noise and sickening smells should be kept out of them."

The Chicago Chronicle foams at the mouth unnecessarily. Its reasoning would be fairly good, if its facts were correct, except in its preference for noiseless vehicles. These are the most dangerous of all. In the best American vehicles, and the best French vehicles for general use as well, the noise is no more obtrusive than absolutely required for safety, and odors are only occasionally emitted. The Chronicle could take action against the specimens of automobiles which are really offensive and have them suppressed as public nuisances. That would be a real service to the public and consequently to automobilism, which is meant for the public and has no pity for poor samples of automobile construction.

The three park boards in Chicago, Mayor Harrison and the city automobile examining and licensing board are now conferring with each other with the object of securing uniform regulations for automobile traffic all over the 200 square miles of the city's area.



J. H. MACALMAN OF BOSTON AND DR. HOYT OF CONCORD IN A TOURING "A" LOCOMOBILE—SIMILAR TO THE CAR PURCHASED BY LORD SALISBURY.

Clubs and Associations

THE Automobile Club of America opened its new country branch club room in the Garden City Hotel, Long Island, last Saturday. Six French and one American vehicle participated in the club run on this occasion. President A. R. Shattuck paced the procession in his Panhard machine, in which were also Messrs. James White and J. S. Mallory. The other participants in the run and their guests were: Mr. H. W. Whipple (Packard), with Messrs. G. W. Hodges, I. Stevens and Howard Whitney; Mr. Louis Stern (Panhard), with Messrs. C. H. Dugro and J. G. Kugelman; Mr. E. E. Britton (Panhard), with Messrs. G. Edwards, N. Osborne and Bee; M. Ernest Cuenod (Rocket-Schneider), with Mr. J. M. Hill; Mr. Jefferson Seligman, with Dr. Sternberger, Messrs. S. W. Neefus and W. R. Wilcox, Commissioner of Parks, and Mr. J. G. Field (Georges Richard), with Messrs. Stanton and E. T. Birdsall.

The governors of the A. C. A. have suspended Dr. J. Grant Lyman's club membership for six months, owing to his transgression of legal speed on the occasion of the Long Island endurance contest. Suspension for three months was meted out to Kenneth A. Skinner and an admonishment was tenderly handed to Mr. E. B. Gallaher, of the Fournier-Searchmont company.

Trade Notes and News

[Insertions under this caption 3 cents per word; minimum 50 cents per insertion. Payment must invariably be made in advance—in postage stamps if desired—as no accounts can be opened for this class of advertising.]

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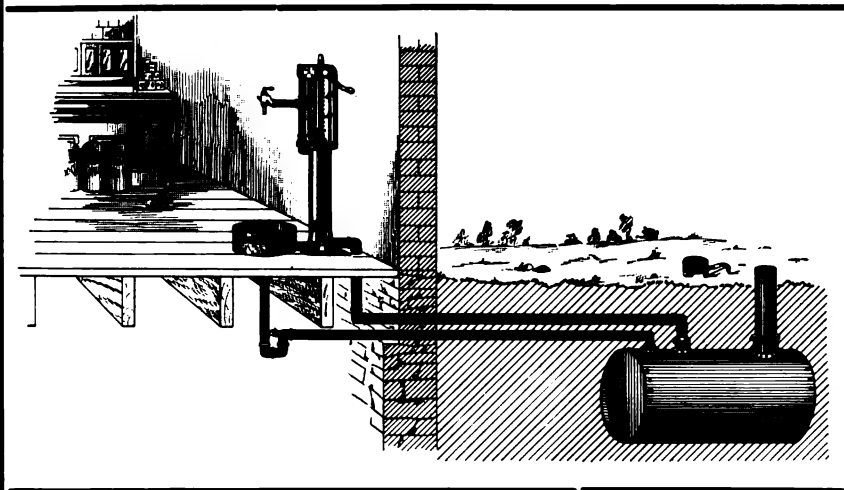
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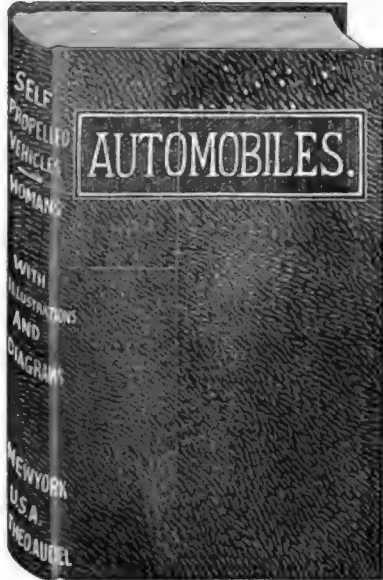
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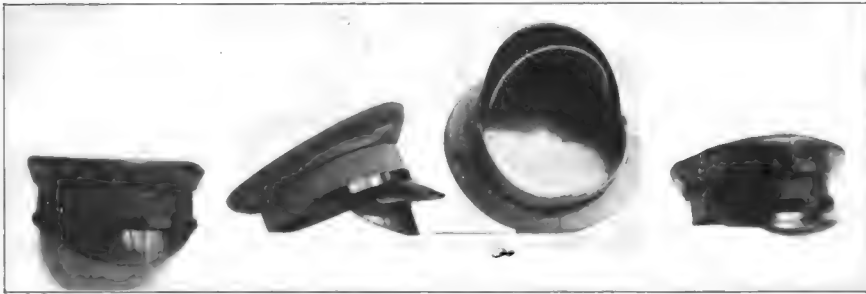
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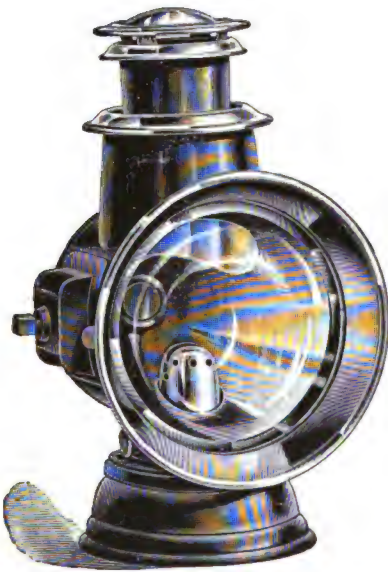


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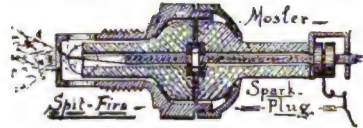
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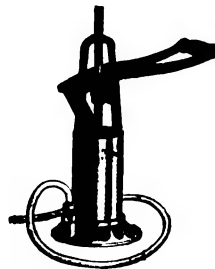
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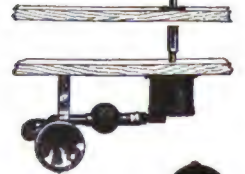


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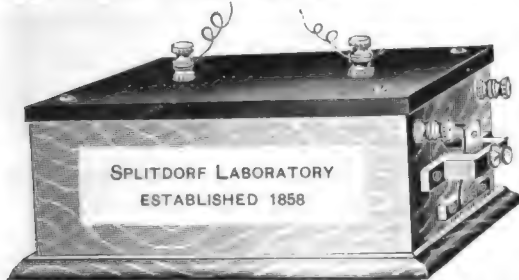
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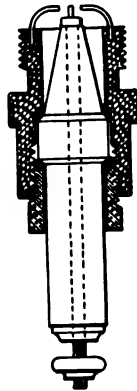
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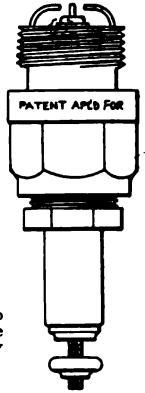


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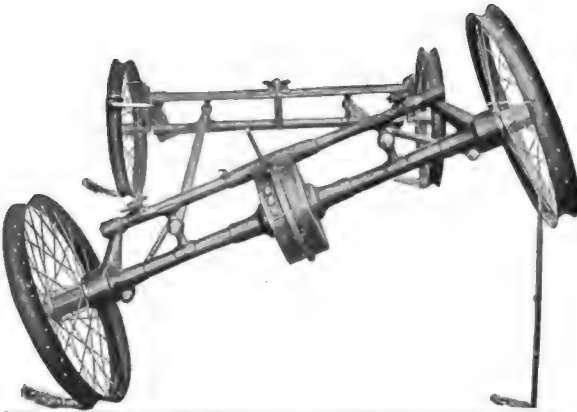
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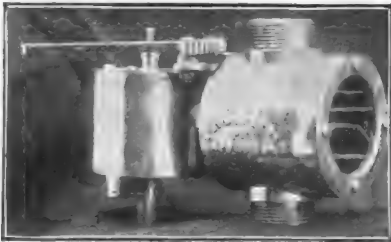
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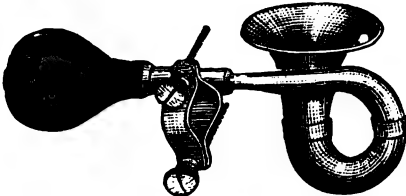
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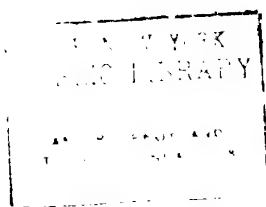
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JUNE 7, 1902.

NO. 8

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VOL. IV.

JUNE 7, 1902.

No. 8

The Blind Speed Machine

While waiting for the examination in Magistrate Croak's court in the morning Mr. Baker talked freely of the accident and of his racing machine. He asked for the morning papers, and as he glanced through the list of dead and injured his face grew grave and he shuddered. Mr. Baker complained that his right leg was sore and that he was stiff all over, while Denzer had a lame back and a big lump on the back of his head. Mr. Baker believed that this latter injury had been inflicted when the rescuers started in to pound in the top of the automobile body to rescue them.

Mr. Baker said that in the run from the starting point to the kilometer mark, where the road-way made a slight curve, the machine had run as smoothly as if on glass, AND, COVERED IN AS THEY WERE, THEY DID NOT THINK THEY WERE RUNNING AT A GREAT SPEED, EXCEPT AS TOLD BY THE SPEED METERS WITHIN THE BODY OF THE MACHINE. As they made the turn in the road there began a slight undulating motion as if they were in a boat on the water, and then the machine began to sway. He at once called to Denzer, who was behind him watching the gauges and machinery, to hold fast and cut off the electric current, and apply both brakes. He jammed on the brakes so hard that the rear wheels were locked and the vehicle began to slew around. THEN IT SEEMED THAT THE CROWD OF SPECTATORS WERE WHIRLING PAST THE LITTLE WINDOW IN THE CONNING HOOD IN A CIRCLE TO THE RIGHT. The machine, having left the course, struck the trolley track sideways; there was a whirl of dust, obliterating sight, and the next he was conscious of was excited shouts and hammering on the thin body of the machine. He raised the hood and helped Denzer out.

W. C. BAKER is, we believe, a truthful, as well as a brave man. He certainly has the courage of his convictions, as he has shown, first by introducing his well-known type of light-weight electric runabout, and, secondly, by his system of four-row ball-bearings which he has successfully applied under conditions of load and service for which ball bearings were not previously considered adapted. His ideas on mechanics are usually sound, and are well borne out in practice. Nevertheless, it was the machine built by Mr. Baker—not an automobile, not even a racing automobile, or a racing machine, but simply a speed machine with a wrong classification label—which caused deaths, injuries and consternation at the automobile speed trials on Staten Island last Saturday.

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At a time when a man is bowed down with grief over a blunder by which fellow-beings were hurled into eternity, and from which he and his companion escaped only by a miraculous chance, there are enough who will assail the man figuring most prominently in the catastrophe, and enough who will essay to administer the kick of the fabled ass to all who were officially connected with the management of the event; enough, finally, to load onto the shoulders of automobilism the burden of blame for an occurrence which was rendered possible only through the fatuous violation of all automobile precedents.

In the present instance attempts have been made to represent the steering gear of the Baker machine as foolishly faulty, and it has been charged that the wheels of the structure were fatally weak. But there is nothing in the facts of the case to indicate that the steering gear would not hold the machine on the road if the hands of the driver directed the steering wheel properly, nor that the wheels



THE BAKER ELECTRIC SPEED MACHINE.
Built to Pierce the Air with Minimum of Resistance.

would not endure the stresses of exceedingly fast travel so long as kept on a smooth road surface. The mechanism of the machine itself was apparently as thoroughly thought out as that of any of Mr. Baker's other creations. The blunder was not one of mechanical engineering.

Blame has also been showered upon the stewards of the event, the starter and the officers of the Automobile Club of America in general. But a careful review of the precautions taken and the manner of their enforcement reveals great forethought in regard to all matters coming within the scope of past experience. It does not reveal, however, a system of well-defined responsibilities by which it would have become incumbent on any one person or set of persons to detect the blunder in Mr. Baker's conception of a racing automobile. President Shattuck, for example, is quoted as follows:

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I did not see the machine until the morning of the meet. Mr. Baker, I do not know personally, but he has a reputation as a skilled electrician and a careful man. He is thirty-two years old and has had much experience in the Baker Motor Vehicle Company, of Cleveland, of which he is, I believe, the head. The company made this machine for the purpose of capturing records with it. There was nothing freakish about the automobile except its peculiar windbreak. Under this canoe-like cover was a legitimate electric battery. This machine had been tried a number of times in Cleveland before Mr. Baker brought it East. He had met with no mishaps. The trials yesterday were free for all, and we saw no reason to bar the entry of the Cleveland machine.

Probably all others connected with the management of the trials "saw no reason to bar the entry." Mr. Baker himself, and Mr. Denzer, both staked their own lives, that no such reason existed. Unfortunately, the lives of others were also staked, and lost, on this fateful failure to perceive that the machine differed



WRECK OF SPEED MACHINE—WOOD COVER REMOVED.

on one vital point from all automobiles ever placed on the road or on the race-track in this or any other country.

This difference was so pronounced and so deeply important that the accident, according to all rules of reasoning, must be charged directly to it, in the absence of all supportable argument pointing to other causes.

In no automobile of any description whatsoever, and in no speed machine graced with the name of an automobile, has it ever been attempted to place the man at the steering wheel under complete cover (strapped to his seat or unstrapped), and with his eyes limited in vision by the area of a mica pane some 10 inches in width and perhaps 2 inches high. With no other machine has it been considered as within the limits of conceivable foolhardiness to divorce the perceptive faculties of the driver from the surroundings through which he is supposed to guide his vehicle, by placing him in such a position that the first jolt

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might obscure and confound his sense of sight and render it impossible for him to determine, instantly and instinctively, the direction of the vehicle and its relation to the roadbed. In all other machines built for speed purposes, at least the head of the driver has been left free and unhindered in its movements, projecting above the frame or windbreak of the vehicle.

What it means to do otherwise has been sadly demonstrated on Staten Island, and a careful perusal of the remarks of Mr. Baker, as quoted at the beginning of this article from an interview, will hardly fail to convince any unprejudiced person that the blunder committed in this respect was the fundamental cause of the deplorable accident.

While short-distance automobile racing is a vain and empty sport which can easily be spared, the accident was not due to the racing. It was not due to the speed attained. The Mors machine exceeded the Baker machine in speed, at least up to the kilometer finish. The S rpollet machine went much faster at Nice. Much higher speeds have been attained on rails by electric and steam locomotives. It was probably not due to defects in the mechanism of the vehicle. It was simply an incredible blunder due to forgetfulness of the fact that the absolutely free activity of the senses of the driver forms an indispensable link among the factors which must co perate for the guidance of power vehicles.

This fact has never before been questioned in theory or in practice. Probably it will never be questioned in the future.



THE INJURED WERE CARED FOR BY THE RED CROSS AMBULANCE CORPS WHO WERE ON THE GROUND.



ONLY A MODERATE NUMBER OF PEOPLE WITNESSED THE DEPARTURE OF THE CONTESTANTS FROM THE STARTING POINT AT FIFTH AVENUE AND FIFTY-EIGHTH STREET.

A. C. A. Non-Stop and Consumption Test

COMMON opinion voted the 100-mile contest from New York to Westport and return, held by the A. C. A. last Saturday, a *succès d'estime*, to use the language of the dramatists, which may be translated a "perfunctory success." In other words, it appeared tame, pale and colorless to those whose ideas of automobilism have been nourished upon reports of sensational speed races, with an occasional horror for diversion and the glamor of broken records, mad leaps into the darkness of dust clouds and triumphal reception of laurel-crowned winners plunging at cannon-ball speed into a narrow espalier of gaping multitudes at the goal.

Considered as a sedate test of the reliability of certain American and certain French automobiles, the event was, however, a fitting and appropriate climax crowning previous efforts for demonstrating the utility of automobiles with conclusive evidence, and as such will probably be accepted as final by the public at large. No more 100-mile trials will be required, except perhaps to carry conviction into wider circles, especially in the Western States. Hereafter, if the automobile clubs cannot see their way to arrange long distance races or tests covering at least 500 miles, they may perhaps accomplish much for the benefit of the industry and the public by offering to act as sponsors for tests undertaken by indi-

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vidual manufacturing firms. A great deal of valuable material might be accumulated in this manner which now goes partly to waste on account of the uncertainty surrounding the reports of private tests in the opinion of the prospective automobilist.

The full story of the non-stop contest cannot be told until the A. C. A. surrenders its records of the event to publicity; and this had not yet been done when *Automobile Topics* went to press. Neither was it at that time deemed expedient by the club to give out the kilometer speed records relating to the Staten Island trials, although these could not possibly be subject to change.



C. J. FIELD IN ONE OF HIS COMFORTABLE 10 HP. GEORGES RICHARD VEHICLES COVERED THE 100-MILE COURSE WITHOUT STOP AND FINISHED AMONG THE FIRST.

The contest was marked by a peculiar desertion of entrants before the start, as if a special effort had been made to secure as large a number of entries as for the Long Island Club's contest on April 26. Out of seventy-five listed entries only fifty-five started, but it is noted with great satisfaction that out of this number twenty-seven or twenty-eight finished the test without penalized stop and became entitled to the club's non-stop certificate, while in all forty-four machines finished within the time limit.

Of the remaining eleven, it seems that nine finished the 100-mile journey without any stop that would be counted against the merits of the vehicles in every-day use, but being barred from obtaining the club certificate after their first penalized stop, the drivers chose to forego reporting to the contest officials

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at the finish, and were counted out. If it had not been for the article in *Automobile Topics* of last week, requesting all contestants to finish within the rules, whether they had stops or otherwise, it is generally conceded that the number of shirkers would have been nearly doubled.

Those who finished the contest under the rules beyond question are given in the appended table, compiled from unofficial data, and it will be noticed that the great majority traveled very closely to schedule time, and that none exceeded the minimum limit by more than $1\frac{1}{2}$ hours. The list is incomplete, pending returns from the A. C. A., and the number of stops charged against some of the vehicles is not indicated, as it is possible that the club's observers along the route may



MEASURING OUT WATER AND GASOLENE TO THE CONTESTANT BEFORE THE RUN.

have rendered reports by which the reports of the observers in the respective vehicles should become modified. In this respect, and in all matters pertaining to the gasoline and water consumption control, it is necessary to await the pleasure of the contest committee.

CLASS A.—GASOLENE MOTOR VEHICLES.

No.	Entrant—Vehicle.	H.P.	Weight, including supplies.	Driver.	Elapsed Time.
33—	Jefferson Sellgman (Mors).....	12	2,400	J. Raditan.....	6.40.45
27—	C. D. Cooke (Darracq).....	9	1,250	Lloyd Getchell.....	6.44.30
28—	F. A. La Roche (Darracq).....	9	1,250	F. A. LaRoche.....	6.45.00
43—	Wm. Morgan (Autocar).....	$8\frac{1}{2}$	1,200	W. C. Evans.....	6.47.00
58—	Knox Auto Co. (Knox).....	6	1,400	F. H. Fowler.....	6.47.45

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No.	Entrant - Vehicle.	H.P.	Weight including supplies.	Driver.	Elapsed Time.
38	C. J. Field (Georges-Richard).....	10-12	1,200	C. J. Field.....	6.48.15
59	Knox Auto Co. (Knox).....	6	1,400	H. A. Knox.....	6.51.00
73	R. A. Greene (Fournier-Searchmont).....	8	2,500	R. A. Greene.....	6.53.30
23	A. J. Lamme (U. S. Long-Distance).....	7	1,200	A. J. Lamme.....	6.53.30
52	E. B. Gallaher (Fournier-Searchmont).....	8	2,500	E. B. Gallaher.....	6.54.00
53	E. B. Gallaher (Fournier-Searchmont).....	8	2,500	J. S. Bunting.....	6.57.30
50	J. F. Hovenstadt (De Dion).....	4½	850	J. F. Hovenstadt.....	7.03.30
56	Haynes-Apperson Co.....	9	1,950	Frank Nutt.....	7.12.00
60	Knox Auto Co.....	6	1,400	J. H. Jones.....	
39	Alex. Fischer (Georges-Richard).....	10-12	1,200	W. H. Hart.....	6.40.30
32	H. W. Whipple (Packard).....	12	2,200	H. W. Whipple.....	6.45.30
2	Adams-McMurtry Co. (Packard).....	12	2,100	W. S. Ions.....	6.51.45
8	W. N. Beach (Mors).....	16	2,200	W. N. Beach.....	6.58.30
24	Ward-Leonard Electro Co.....	5	1,000	A. Emory.....	7.03.45
36	Peerless Mfg. Co.....	16	1,700	C. J. Wridgway.....	7.05.15
47	Geo. Arents, Jr. (Panhard).....	12	2,600	Geo. Arents, Jr.....	7.09.30
55	H. C. Cryder (Gasmobile).....	12	2,500	W. H. Owen.....	7.14.00
3	Adams-McMurtry Co. (Packard).....	16	2,100	F. C. Marsh.....	7.39.30
41	J. W. England (U. S. Long Distance).....	7	1,400	I. W. England.....	7.57.00
CLASS B.—STEAM VEHICLES.					
67	Overman Auto Co.....	4½	1,500	E. B. DeGowin.....	6.47.30
66	White S. M. Co.....	6	1,400	M. R. Hughes, Jr.....	6.47.45
6	W. H. Wells (Prescott).....	4½	1,300	W. H. Wells.....	6.57.45
9	H. M. Wells (Prescott).....	4½	1,300	H. M. Wells.....	6.58.15
30	Locomobile Co. of America.....	3½	1,250	Murray Page.....	7.02.00
5	Grout Bros.....	4½	1,000	C. D. Grout.....	7.08.15
64	White S. M. Co.....	6	1,400	P. H. Deming.....	7.10.30
29	Locomobile Co. of America.....	3½	985	R. S. Davis.....	7.16.15
65	W. T. White (White).....	6	1,400	W. T. White.....	7.18.30
22	Lane M. V. Co. (Lane).....	10	1,650	James Ross.....	7.44.15
21	F. E. Magee (Prescott).....	4½	1,300	F. E. Magee.....	7.28.15
17	Grout Bros.....	6½	1,300	W. J. Grout.....	8.10.15



HENRY FOURNIER'S 60 HP. MORS MACHINE FALLS THREE SECONDS BEHIND ITS OWN RECORD AT ONE MILE TRIALS ON STATEN ISLAND AND YET BEATS ALL OTHER COMPETING MACHINES.

Official Action on Road Racing

A CHANGE of heart has come over the Automobile Club of America in regard to racing on the highways, the change being occasioned by the fatal accident at the Staten Island trials last Saturday, caused by a speed machine which was operated in a manner violating all precedents for automobile racing, but erroneously admitted to the trials because its maker wanted to enter it.

The new standpoint of the A. C. A. was embodied in a resolution passed by the board of governors at a meeting held last Tuesday, and the resolution is worded as follows:

Whereas the Automobile Club of America deeply regrets and deplores the terrible accident which occurred during the holding of the record trials by this club on Staten Island, on May 31 last,

Resolved, That, although similar trials have been heretofore held throughout the world without serious accident, yet this accident upon Saturday, notwithstanding every safeguard that precaution could suggest was adopted, has convinced the governors of the club that it is unwise to hold speed trials with automobiles on the public highways, and that the governors of this club will not hold or consent to the holding of such contests by the club.

In this resolution track racing is not referred to, although several of the governors desired to include it and thereby sever the A. C. A. entirely from automobile racing, and it is not binding upon any other automobile club, since the American Automobile Association has assumed national control over racing matters (limited to the clubs which are members in it). This latter organization also held a meeting on the same day, at which Winthrop E. Scarritt, president of the association, presided. Mr. Jefferson Seligman and Mr. A. R. Shattuck, of the Automobile Club of America; Mr. A. R. Pardington, of the Long Island Automobile Club, and Mr. W. J. Stewart, of the Automobile Club of New Jersey, were also present. The accident was discussed also at this meeting, but no action was taken except that of formally conferring authority upon the stewards of race meets to exclude any machine which they might consider unsuitable or dangerous. The members of the race committee also were empowered to refuse racing licenses to promoters not identified with clubs or regularly organized associations, and it was announced that the Long Island Automobile Club would hold a race meet at Brighton Beach on August 23.

The Tendency of Design

WE take from The Autocar of May 24 the following interesting article on a subject which has been frequently referred to in *Automobile Topics*:

It is always a matter of absorbing interest to those who follow the development of the autocar at all closely to indulge in speculations as to what the next improvement will be, and to wonder how it will affect present design. Of course, everyone who knows anything about the motor, is well aware of the fact that changes must come very slowly, and that while constant improvement will result, it must be gradual; and it will only be by looking back for a considerable period that any vital changes will be noticeable, for many a change is made which is found not to be an improvement, and it is only when things have been

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thoroughly tested that manufacturers will attempt to alter their patterns. The omission to do this in the past has more than once resulted in much loss of capital, as well as dissatisfaction to purchasers, who, as a matter of fact, would have been better off with the older though tried types. However, by studying the machines of to-day carefully, one may form some idea as to the future tendencies. At the moment there is an indication that as time goes on the control of the car will be more through the engine than it has hitherto been. That is to say, the engine will be driven rather than the car, for now, as everyone knows, most machines are controlled almost entirely through the brakes, and not by the engine, though if the matter is considered, it will be seen that high powers—engines of a great range of power and throttle control—have gone a long way toward making it possible to drive the car to a considerable extent through the engine, thus approximating the control of an internal combustion car to that of a steam carriage. As the elasticity of the internal combustion engine is increased the transmission will become simpler and, consequently, still more efficient, though few people realize the great advance which has been made in efficiency of gearing in the last two or three years. While it is true that the gear has not altered materially in principle, the improvements in design and the use of the very best material and workmanship have resulted in a far smoother running and less power wasting transmission than was the average, say, two years ago.

To return to the engine, it is only necessary to look back for a similar period to realize how much has been done in making it more and more elastic. In its crude form the internal combustion engine was practically useless, except at one speed, and little or no variation could be made in the power given off. From this state its elasticity has been, and is being, gradually increased, and already we have petrol engines with a range of power which would have been regarded as impossible a very short while ago, and all this has been done without in any way affecting the main principles on which the internal combustion engine is constructed.

As an indication of the possibilities of the future, it is only necessary to imagine one of the latest pattern high-powered cars moderately geared. Such a car would take almost everything on its top speed, and with throttle control would run smoothly on the level, though not using half its power, and one reduction for starting purposes would probably also supply a gear sufficiently low to cope with any hill which could be found. On the other hand, there are many who believe that the car to come will have a system of infinitely variable gear, and that the development of the future will lie this way rather than in the evolution of the engine of remarkable elasticity. There is, of course, much to be said for the gear, which, while being to all intents and purposes variable from zero to the maximum by very slight graduations, shall also be efficient as a power transmitter; but it is not our point at the moment to discuss the merits of the two schools, but rather to note the present tendency, and that is unquestionably toward the variable engine rather than the variable gear.



Paris-Vienna Race Seems Assured

THE French industry is somewhat differently situated from the automobile industry of other countries. Its leaders feel it to be their principal duty to impress the public outside of France with the superiority of their products. The French public is already won over, and will not easily buy automobiles made elsewhere. The issue is one in which glory and national prestige are involved almost as much as financial gain. Ever since 1870, when Germany wrested the



C. J. WRIDGWAY IN HIS 16 HP. PEERLESS CAR IN WHICH HE COVERED THE A. C. A. 100-MILE NON-STOP COURSE.

political supremacy in Western Europe from France, the latter country has feverishly sought opportunities for demonstrating that her people are not a decadent nation. Hence, her joyfulness over the Russian alliance, and hence also her infatuation for long-distance international automobile races. The Paris-Berlin race last year was practically the first occasion in thirty years when all other European nations were obliged to bow again to their old master of civilization

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and acknowledge that France had forged ahead of them in at least one new and important industry.

In this country the situation is different. Our industry finds the most stubborn sceptics at home, and races do not convince them. Here applies to the majority what L. Baudry de Saunier wrote when the Nice-Abbazia race was suppressed, voicing a minority sentiment, as follows:

"All manufacturers of standing are agreed that racing has been the curse of their factories, a hindrance to their efforts and a stumbling block to all good, rapid and fruitful enterprise. Three weeks preceding a race, the factory has always been topsy turvy, the superintendent out of sight, heads of departments at their wit's end and foremen on the edge of nervous prostration. All regular business has been side-tracked, customers neglected, repairs forgotten and deliveries ignored. Purchasers with ready money in their hands have found nobody to receive it. The life-blood of the factory has for a whole month been diverted to this business abscess—the race.

"From one end to the other of our business world we hear a sigh of satisfaction. 'The races suppressed? Well!—thank goodness for it.' Henceforth the automobile builder, relieved from the nightmare which has oppressed him for weeks in the construction of some useless monstrosity, will be able to give his attention to that comparative stranger, his customer, to study his wishes and his desires as he seems to have done so little of late. He will concentrate his efforts on the careful production of annual models, sanely and carefully planned, and the golden age will perhaps arrive by the exercise of ordinary industry, to many firms heretofore on the verge of despair.

"When we have seen, as in the Paris-Nice race, scarcely one-half the vehicles started reaching the goal, it goes without saying that manufacturing firms of high standing should have something better to occupy their designers than moonbeam chasing. They should build vehicles and drop all nonsense."

The reference to the Paris-Nice expedition gains additional interest by comparison with the results of our 100-mile contests in which a much larger percentage of the starters finished their task. It is perceived that American automobiles in general must compare very favorably on the point of reliability with the French products, but the best American makes have not come so sharply before the public as the best French makes, which have received the advertising of the great races in Europe, and the public speaking of French vehicles think only of the few leading models, while in speaking of American vehicles all are bunched together mentally.

The races are a means for differentiating and giving additional prominence by advertising to those who are already prominent by merit. No wonder, then, that the above-quoted sentiments of Mr. de Saunier are not shared by the largest French firms, and that the Paris-Vienna, which has been so much in doubt, is looked forward to with impatient anxiety for finding out whether it, too, will be suppressed, after all.

According to the latest advices, 106 of the 111 municipalities in France through which the course is scheduled, have now replied favorably to the requests for permission made by the Automobile Club of France, and hopes that the race will be held have risen almost to certainty. Yet the permission of the general government must also be obtained, and Bavaria seems to maintain the standpoint taken some months ago absolutely prohibiting racing speed within its boundaries.

The opinions given by the heads of some of the most prominent French manufacturers in regard to the Paris-Vienna race may be of interest at the present moment when the Automobile Club of America and the American Automobile Association have gone on record as opposed to racing on the highways for the future.

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Mr. Clement, of the Panhard-Levassor company, the Clement company, and now virtually also one among our American manufacturers, said: "Paris-Vienna will certainly be the climax of this season, as Paris-Berlin was that of last season. It seems to me that to ask a manufacturer, whether he is in favor of the Paris-Vienna race, is the same as to ask whether he wishes to enlarge his business volume or not."

Mr. Huillier, of the Mors company, said: "The race has always been our school of progress and the basis of our success. Will the new vehicles weighing less than 1,000 kilos do all that they promise? The 'Circuit du Nord' races have not answered the question sufficiently. We need a long race, a very long race, and Paris-Vienna is barely long enough. From the commercial point of view, it suffices to say that after the Paris-Berlin race we doubled our capacity of production."

Darracq is quoted as follows: "At the present moment it is especially the foreign field which must be cultivated. My opinion on Paris-Vienna is simply that this is the race which must be won, and to be won it must be run."

Serpellet said: "The Circuit du Nord gave us great satisfaction. We were accused of being good for speed only. We triumphed in endurance and reliability. Paris-Vienna seems to offer an opportunity for receiving further confirmation in regard to this quality, which I consider the most important in automobiles, viz., their reliability and durability."

Renault Brothers spoke also in favor of the race, provided it could be assured sufficiently long in advance that it would not be suppressed at the last moment.

Georges Richard said: "We could not get ready for the Circuit du Nord because we had too many patrons to satisfy first. But all our models are now ready for the Paris-Vienna. We are now putting some stress on speed also, and I will say freely that we need the Paris-Vienna race to show where we stand

French Imports and Exports

SOME interesting figures on the imports and exports of automobiles and accessories in France are furnished in an official report just published. The basis of valuation on which these are figured is ten francs per kilogramme, which shows:

IMPORTS.

1898.	1899.	1900.	1901.
395,070 francs.	473,000 francs.	517,000 francs.	678,000 francs.

These figures show an increase in the importation of automobiles corresponding to the expansion of the industry. Small in comparison with the exports from France, these represent almost exclusively the purchases in two countries, namely, gasoline vehicles from Wurtemberg and electric vehicles from the United States.

The firm of Daimler at Cannstatt, near Stuttgart, ships to France gasoline automobiles de luxe, some of them costing from 15,000 to 20,000 francs.

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From the United States the chief importer is the Electric Vehicle Company. This firm also sells box frames for motors, wheels, springs, and axles to the French industry. The body coaches for these are made in France. Cheapness of construction of the box frames is given by the French compiler as the reason of their importation.

EXPORTS.

1898.	1899.	1900.	1901.
1,749,350 francs.	4,259,000 francs.	9,417,000 francs.	15,782,000 francs.

While these figures are based on a similar valuation of ten francs per kilo, it is pointed out that such valuation is considerably below the mark in the case of racers or automobiles de luxe, some of which weighing less than 1,000 kilos fetch prices ranging from 25,000 to 30,000 francs. The estimated value is, however, very nearly exact in regard to ordinary runabout vehicles, spiders, voiturettes and light carriages, which constitute the bulk of the exportation.

The cost of labor amounts to about half the price of an automobile. Thus it appears that during 1901 foreign buyers of French automobiles have contributed over seven million francs, which has been distributed among 3,500 workmen exclusively employed in the manufacture of automobiles for export.



ONE OF THE MACHINES (RIOTTI'S CONSTRUCTION) IN THE MILE AND KILOMETER TRIALS,
MAY 31—STRIPPED TO THE BONE.

Mile and Kilometer Trials

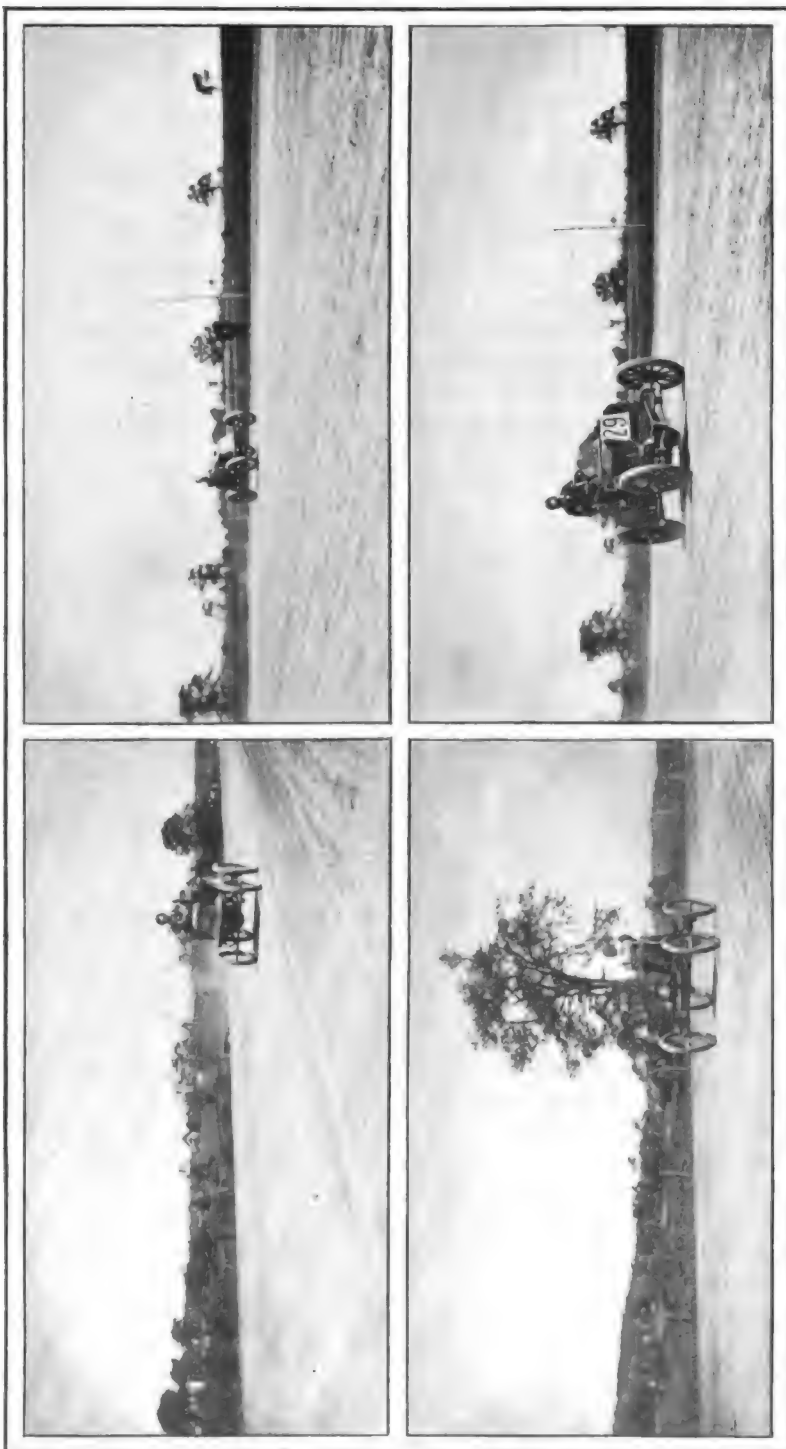
READERS of *Automobile Topics* are well aware that short distance automobile speed trials have always been considered a tame, silly and insignificant sport by this journal, because the special preparation of the track effaces all the features which could possibly have any bearing on the practical use of automobiles, while also removing all danger and excitement from the performances, except in so far as danger may be introduced by mismanagement or unavoidable accidents. The speed trials held last Saturday on the South Shore Boulevard on Staten Island by the Automobile Club of America, did not alter this view, neither did the horrible accident which concluded the trials in any manner



FASTEST TIME FOR BOTH THE MILE (55 2-5 s.) AND KILOMETER (34 1-5 s.) WAS MADE BY GEORGE WALSH DRIVING FOURNIER'S 60 HP. MORS.

strengthen it, as it was caused by a machine which had little in common with ordinary automobiles and was operated on a system which never has been and never will be used for automobiles. It was operated from inside of a dark cavity from which the driver or steersman could not freely survey his surroundings while guiding the machine.

The arrangements made for these speed trials by the A. C. A. were perfect on all points on which perfection could be secured by the expenditure of money and the following of established usage, failing only where independent thought and decision were required. The course was narrowed by the encroachment of a roped inclosure in front of the hotel where the club made its headquarters, notwithstanding that the course veered twice close to this point. The hard macadamized and crowned roadbed was leveled with earth, which was carefully rolled, but it does not appear to have been considered that the crown by this method was covered with a much thinner layer than the adjacent portions, causing a tendency of the vehicles to swerve toward the softer parts of the roadbed unless the crown were rigorously followed; and the covering made it difficult to distinguish the central path. The trolley car rails crossing the course about one-



SNAPSHOTS AT THE STATEN ISLAND SPEED TRIALS.

Ward-Leonard Car.
U. S. L. D. Car.

Renault Car.
Mrs. Howard Gould's Mercedes.

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quarter of a mile from the finish had been buried in clay and the approach to them had been carefully graded, but it had seemingly been overlooked that the passage of vehicles at high speed would quickly disintegrate the clay, while leaving the rails projecting, practically forcing each vehicle driver to select a new spot for crossing them. As the removal and replacement of rails is an easy matter, the rails should probably have been temporarily removed.

Where there was so much to praise, it seems ungracious to criticise, however, and the points referred to are mentioned only to illustrate the need of systematic attention to special conditions even for events of the flippant nature of mile and



THE LOCOMOBILE IN WHICH S. T. DAVIS, JR., LOWERED HIS OWN MILE RECORD FOR STEAM VEHICLES FROM 1.15 TO 1.12.

kilometer trials, and not merely faithful adherence to current notions of the requirements.

The stretch of road selected between Garretsons and New Dorp had a stand at the starting point, one a quarter mile north from where the machines had to gain headway, another at the place where the time for the kilometer was taken, and one at the finishing point, where the time for the mile was caught. Electric gongs were sounded at two points along the road to warn spectators of the approach of the vehicles and 900 feet of the road on the west side near Grant City was roped at the side past the hotel and the trolley tracks to keep the spectators from crowding in upon the course. The timing was done by a Mors elec-

AUTOMOBILE TOPICS

trical device and the times were announced immediately after the men crossed the tape at the finish.

The object of the trials was to break previous records, and this was accomplished in several instances before the accident took place, which became the signal for stopping all further trials. In the appended table new record figures in the various classes are indicated by the use of heavier type.

A delicate question may arise in regard to the validity of the records made at these trials. It is the object of duly authorized race meets to extend to all entrants equal opportunities for proving the speed qualities of their machines. But—it is said—in the present instance a number of the contestants for record honors were, without fault on their part, prevented from participating in the competition through the unfortunate termination of the event by an appalling accident. Now, if such duly authorized meets constitute the only means for obtaining valid records, is it fair to accept for record any performance which might have been eclipsed if all the aspirants for the honor had competed? The question raised deals with the distinction between officially sanctioned records, which are supposed to be the results of officially sanctioned meets properly conducted and duly finished, and unofficial records which may be just as correct but have not been obtained under conditions safeguarded to provide not only accuracy of timing but also equality in competition. A similar question in racing ethics came up after the unfinished trials held last year on Coney Island Boulevard by the Long Island Automobile Club, but on that occasion only certain classes of vehicles were affected, while in the present case some competitors in all classes were excluded from the trials.

Twenty-four machines had covered the course, and eight of them had made their second trial, when the Baker electric speed machine was started. It finished the kilometer in 36 1/5 seconds, and a few seconds afterwards it began to swerve from the course; after crossing the trolley car tracks it described a serpentine curve leaving the road altogether and plunged into a crowd of sightseers on the south side of the road, wrecking itself while dealing out death and injuries to those in its path. Of the nine persons whose injuries were serious, one was killed instantly and another has since succumbed to his wounds. The fate of some of the others still hangs in the balance between life and death.

This terminated the mile and kilometer trials.

Speed Machine Accident As Seen

LENGTHY descriptions of the calamity which closed the speed trials on Staten Island last Saturday have been given in the daily newspapers throughout this country. *Automobile Topics* need only supplement these stories of the accident with the illustrations found in this issue and a brief recital of what one of its staff saw with his own eyes.

The writer was standing in a Locomobile touring car south of the trolley car tracks, almost immediately opposite the scene of the accident, when the Baker electric machine was seen approaching on the opposite side of the trolley crossing. The machine was then somewhat off the middle of the road, to the left, but heading

AUTOMOBILE TOPICS

slightly to the right (west). It crossed the tracks approximately at right angles and immediately swerved more to the right, for a fraction of a second heading almost straight for the observer. Then suddenly it swerved in a gentle curve to the left, describing possibly an angle of 10 to 15 degrees, leaving the roadbed and apparently struck a stump of a tree close to the edge of the road, for the front end of the machine was plainly seen to rise into the air at a considerable angle, and after a moment of inconceivable shortness the rear end was also lifted from the ground, though not so high, the machine seemingly shooting through space for



BAKER SPEED MACHINE 20 SECONDS BEFORE ITS DESTRUCTION.
Going at the Rate of 80 Miles per Hour—Made Kilometer in 36 1-5 Seconds.

a distance of about 10 feet, when the front end came down with something of a crash, raising a cloud of dust which partly concealed it from the observer's sight. When it was afterwards seen that the wrecked machine was lying with the front end toward the trolley tracks, the conclusion seemed inevitable that it must have slewed completely around when its front end struck the ground, for it did not turn around while it was plainly visible to the writer.

Record of Speed Trials on Staten Island, May 31

Entered by	Manufacture.	HP.	Kilometer.	Mile.
Class 1—MOTOR BICYCLES.				
C. H. Metz	Orient	3 1/4	43 3/4 sec.	1.10%
Class 3—GASOLINE MOTOR VEHICLES, UNDER 1,000 LBS.				
L. S. Thompson	Renault	8	. . .	1.35 3/4
H. Ward Leonard	Ward Leonard	8	. . .	1.45
Ward Leonard Co.	"	4 1/2	. . .	1.58
Lewis Nixon	U. S. L. D.	7	. . .	1.43 3/4

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Class 4—GASOLINE MOTOR VEHICLES, 1,000 TO 2,000 LBS.

Ernest Cuenod.	Rochet-Schneider.	16	. . .	1.22 $\frac{1}{2}$
Jefferson Seligman.	Mors.	12	. . .	1.32 $\frac{1}{2}$
Percy Owen.	Winton.	15	. . .	1.17 $\frac{3}{4}$
F. A. La Roche.	Darracq.	16	. . .	1.40

Class 5—GASOLINE MOTOR VEHICLES, MORE THAN 2,000 LBS.

H. H. Rogers, Jr.	German Daimler.	35	. . .	2.26 $\frac{1}{2}$
Wm. Guggenheim.	Panhard.	24	. . .	1.11 $\frac{1}{2}$
E. E. Britton.	"	16	. . .	1.36 $\frac{1}{2}$
Mrs. Howard Gould.	Mercedes.	35	. . .	3.18 $\frac{1}{2}$
E. E. Britton and A. J. Levy.	Mors.	60	34 $\frac{1}{2}$ sec.	.55 $\frac{1}{2}$

Class 6—STEAM VEHICLES.

S. T. Davis, Jr.	Locomobile.	10	. . .	1.12
H. M. Wells.	Prescott.	4 $\frac{3}{4}$	. . .	1.37 $\frac{1}{2}$

Class 7—ELECTRIC VEHICLES.

Baker Motor Vehicle Co.	Baker.	7	36 $\frac{1}{2}$ sec.	Wrecked
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FIRST INKLING OF THE DISASTER AT THE FINISH STAND.

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

E. E. SCHWARZKOPF, *Editor.*

MARIUS C. KRARUP, *Associate Editor.*

VOL. 4 No. 8

NEW YORK, JUNE 7, 1902

PRICE TEN CENTS

AUTOMOBILE TOPICS is published weekly, by Automobile Topics, No. 29 West 42d Street, New York. Subscription price, \$4.00 a year in the United States and Canada, or in foreign countries within the Postal Union, \$6.00 (gold) in advance. Advertising rates may be had on application.
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A BOOK ON AUTOMOBILES

ONLY very few books have been published in the English language covering the subject of automobiles in general, though several valuable treatises on the gas and gasoline engine are obtainable. The most elaborate work is one by W. Worby Beaumont, which is acknowledged as a valuable reference book for engineers. It deals largely with French and British automobiles, and a second edition of it has recently been published. Of much more actual interest to American readers, whether they be engineers or laymen who wish to understand the principles of automobilism in its various forms, is the volume entitled "Self-Propelled Vehicles," by J. E. Homans, M. A. This work has been placed on the market by Theo. Audel & Co., of 63 Fifth avenue, New York, a firm well known as publishers of educational books. Perusal of this volume leaves a sense of gratitude and satisfaction, because something has here at last been accomplished for which there was a distinctly felt want. The information compiled by the author has so far been scattered in text-books, catalogues and class periodicals, and a very respectable portion of it seems to have been gathered by special research. While containing much matter which is familiar to the experienced automobilist, the book also treats of many interesting and vital details in construction, for the explanation of which all but specialists would ordinarily inquire

AUTOMOBILE TOPICS

in vain, and besides supplying the really established data of automobile construction, it is remarkably well up-to-date on the latest developments, especially those which belong among the achievements of the American industry.

Not only the public at large, but especially publishers of automobile class or trade publications, have reason to be thankful for the appearance of this work. It relieves them of the task of repeating over and over again those explanations of technical matters with which their readers should be conversant in order to understand the new things which appear from week to week in the industry. These new things form the proper field for periodicals, but the rapid growth of automobilism brings thousands of new readers every month who have not followed the automobile movement from the beginning, and require instruction on the most elementary subjects. To supply this instruction through the periodicals means tedious repetition of oft-told tales, in which only the newcomers would be interested; and as a matter of fact, no periodical has found it practicable to supply it, except in a makeshift manner, which has been equally unprofitable to the readers and the publishers. Everybody has noticed the spasmodic attempts to explain things "from the ground up," which appear now and again in automobile journals for the benefit of new readers, but nearly everybody has also noticed that such descriptions or treatises are always fragmentary and unsatisfactory, mostly because the space of a periodical does not allow full treatment in one issue, or even in a series of issues, of any one subject connected with automobilism. In point of fact nearly all automobile subjects are organically connected, and each of them must be seen in its relations to all the other subjects, if it shall be fully comprehended. Any periodical lapses into futile and tiresome discussions, productive of nothing but sham knowledge, unless its publishers clearly perceive that it is not their province to disseminate elementary information, but that they must leave this to the book publisher, while themselves content to present the news of the movement. The new book by Mr. Homans will hereafter make it possible for them to do so without repeatedly going over old ground, the requirement being only that their readers buy the book and study it, and read their favorite periodical with those things in mind which they learn through the book. The work contains 45 chapters, 640 pages, about 500 illustrations and diagrams, and is well printed and bound. It is sold for \$5.

A PLAINT WELL PUT

A GREAT many chauffeurs "get tired" when the moral side of fast driving is referred to, and quite a few manufacturers imagine that their business interests are bound up in the production of high-speed vehicles, but there is room for other views, and one such was recently expressed by Horace F. Poor, of Hackensack, N. J., in the following well-chosen words: "If the fast driving of a motor car develops an atmosphere of excitement, concentration only upon the stretch of road ahead, and absolute oblivion to objects and persons at the side of the road and to the rear—if the screams of injured men and the crash of breaking iron cannot be heard—if the dust and smoke make so dense a cloud behind the car that eyes cannot see an object once passed—if the speed can become so great that a car can pass out of the zone of an accident without the occupants having knowl-

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edge of its occurrence, and if the ownership, occupancy or running of a fast or noisy motor car carries with it a sense of physical superiority to pedestrians and horses, and such a disregard of the feelings and safety of the general public, that the statements are seriously made that 'A horse shied—but no attention was paid to it,' then the conditions which arise as above stated are abhorrent, a menace to the lives and property of our citizens, and foster an entirely improper sense of discharge from the obligations of decency and humanity."

Sport and Utility

OF fifty-five vehicles that essayed the A. C. A. 100-mile non-stop test, thirty-eight were propelled by gasoline motors, sixteen by steam engines and one by an electric battery. Nearly all the steam vehicles finished the course easily within the time limit, though several of them were obliged to stop for minor causes, which were easily remedied.

The man who graduated on a mulish tricycle, and gained a wealth of patience and expertness on an elementary belt-driven voiturette, is not likely to feel very much happier when good fortune puts him at the helm of a modern car, that persists in being faultiness. We have heard one grumbler compare his 16-hp. Irreproachable to a stout trolley car, writes a British philosopher. He complains that he has but to manipulate a few levers and everything is automatically carried out but the steering. The monotonous precision with which he reaches his journey's end, the complete absence of exciting or mysterious failures in the engine and running gear, the hum-drum perfection of the whole thing, in fact, makes him unhappy. All his vast, hard-won experience lies stagnant, he moans. It is called up only when he happens on some novice in a cheap car, and he often envies the man's ignorance and his luck in having a vehicle that jibs occasionally. Not that the old grumbler would give up his own car and go back. Oh, no! He cannot retrograde. He must only grumble.

A fast-running trolley car crashed into an automobile near Rockaway Beach on Long Island last Saturday, demolishing the vehicle and hurling its four occupants in all directions. Two of these received injuries which may prove fatal. The accident was due to the high speed of the trolley car.

The New York Athletic Club has scheduled a ladies' automobile run to Travers Island in connection with the club's spring games. The automobile party leaves the club-house at 11.30 A. M., and every club member who owns an automobile is invited to bring a lady along on this occasion. This constitutes the "ladies' run."

Though meeting with great demand for its new \$650 steam vehicle, the Locomobile Company of America is this year turning out larger and more expensive car-

AUTOMOBILE TOPICS

riages than last year, the market running strongly to both extremes. The shipments at present average about forty vehicles per week.

While the public is willing to welcome all automobiles that serve practical purposes, the comparatively few racing automobiles which are driven over the highroads recklessly have dealt the good roads movement a heavy blow, avers a New York daily. More than one community that prided itself upon smooth macadam roads, says this authority, is allowing them to fall into disrepair or deliberately covering them with sand to turn the death-dealing juggernauts in other directions. This is ingenious, and important, if true. The New York daily should give the sources of its information.

Trade Notes and News

[Insertions under this caption 3 cents per word; minimum 50 cents per insertion. Payment must invariably be made in advance—in postage stamps if desired—as no accounts can be opened for this class of advertising.]

WANTED: TO INTEREST CAPITALISTS to promote invention of simple, light tire, non-puncturable, resilient, for automobile, bicycle racing sulkey and all wheel use. Lightest weight or heaviest load. Simple, easily adjusted. Strong, light and durable. R. W. Brooks, 2411 North Calvert St., Baltimore, Md.

PURCHASERS for imported and domestic automobiles constantly on hand. Those desiring to sell can make quick deals. R. E. Jarrige, Yacht and Automobile Broker, 523 Fifth Ave., New York. Telephone, 6029-38th.

A PARTY of gentlemen who for four years have been experimenting and testing a Steam Automobile, which is now perfected, desire to make arrangements with some manufacturers having a plant and ample facilities to manufacture and market the same on a royalty, or some other equitable basis. As under proper management this will prove a great success they are perfectly willing to let their capital, machinery, tools and patterns remain with the right party. Address "Steam," care AUTOMOBILE TOPICS.

9 H. P. DARRACQ MOTOR CAR only imported a few weeks. In A 1 order; very little used. Extra fitted and furnished with full set of spare parts. Price, \$2,000 to first buyer. Apply, Darracq, 239 West Fiftieth St., New York.

Mr. Automobilist

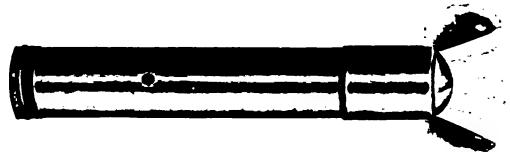
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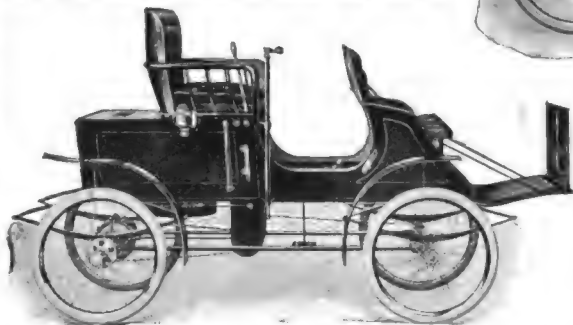
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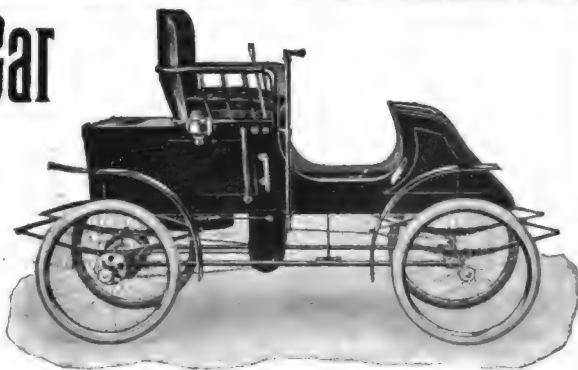
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See Account Long Island Endurance
Run, Page 536, Horseless Age

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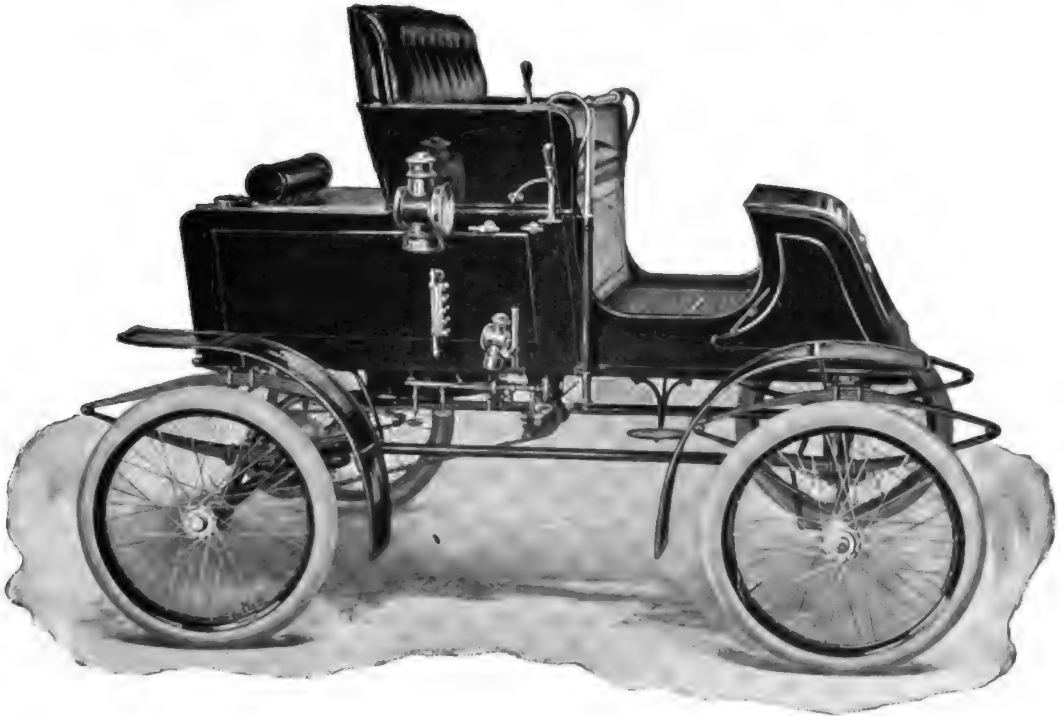


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his machine back so as not to get in ahead of time. This is a record of which to be proud.

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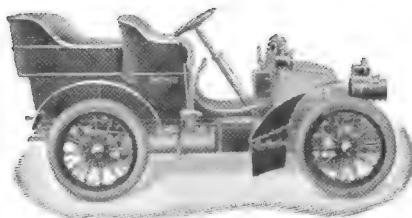
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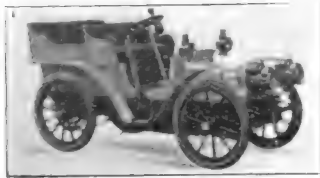
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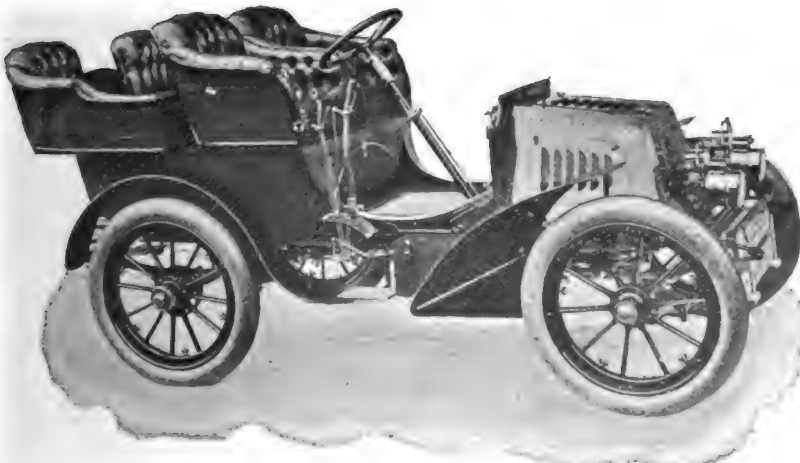
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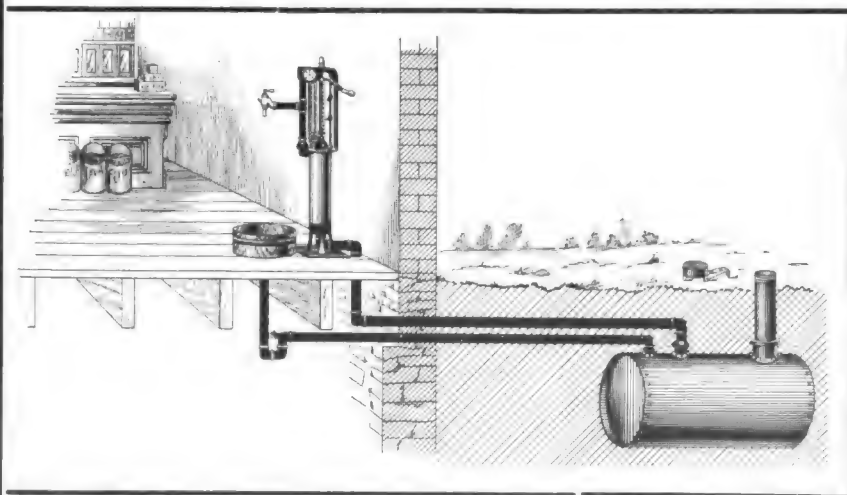
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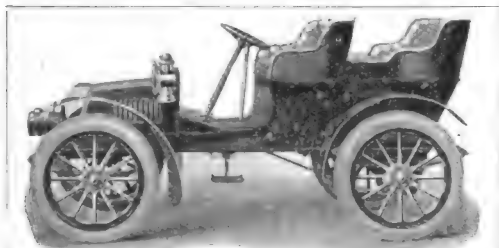
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Automobile Topics

Illustrated.

VOL. IV.

JUNE 14, 1902.

NO. 9

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Agency for Foreign Subscriptions:

INTERNATIONAL NEWS COMPANY

Breams Buildings, Chancery Lane, London, E. C.

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No. 6

Motorphobia—Its Cure

OF all the ills that flesh is heir to, motorphobia alone escapes recognition in the official returns published by the Board of Health. Whether this be due to mere ignorance or downright prejudice is beside the question. The fact remains that while every species of real or imaginary complaint, from whooping cough to that tired feeling, is duly labeled and classified in the official category of human ailments, along with its cure or antidote, motorphobia is neither mentioned as a disease nor any advice given for its avoidance or cure. This exclusion is so manifestly unfair to the malady itself and so flagrantly opposed to the best public interests that no apology will be necessary for an unscientific reference to the subject, its symptoms and cure.

As their names would indicate, motorphobia and hydrophobia belong to the same family. Both are a species of madness. As the sight of a glass of clear cold water will throw a victim of hydrophobia into spasms, so the spectacle of a harmless vehicle propelled by motor, will drive the sufferer from motorphobia into seventeen kinds of fits. And whereas madstones applied to the afflicted part have been known to extract the virus of hydrophobia, so it is recorded on equal authority that the application of one or more silverite madstones, of the crime of '73 species, or otherwise, to the itching palm of the victim, has been similarly efficacious in destroying the virus of motorphobia.

While the prevalence of this new disease would almost indicate that it was becoming epidemic, yet, strangely enough, its victims are mostly found among two classes of society. Guardians of the peace, otherwise, policemen, of all ranks, from captains to patrolmen, in uniform or in plain clothes, are especially susceptible to attacks. A little brief authority renders its possessor particularly liable to infection. The lesser and briefer the authority, the greater the danger. The second class of individuals upon whom motorphobia fastens its fangs includes that portion of society known as young hoodlums, with their immediate friends, relatives and neighbors. A ragged street waif, as destitute of friends as a home-

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less yellow dog, has been known to throw a whole neighborhood into a paroxysm of motorphobia madness involving an entire district in a frenzied outburst.

Against the latter sort of epidemic beneficent nature has provided a handy remedy. It is of the homeopathic kind. On the principle of "like cures like," the motorphobic policeman is the best possible cure for the afflicted hoodlum. The salutary effects of a policeman's club, freely administered, are beyond question in the suppression of the germs of motorphobia of the hoodlum kind.

The symptoms of motorphobia as it attacks the wearers of civic uniform are easily distinguishable. A defective vision, entailing an inordinate inclination to "see things whizzing," is one of the first symptoms of the disease.

A crawling electric hansom, feeling its way among a throng of heavy trucks and wagons, will, to the victim of motorphobia, appear a "whizzing," death-dealing juggernaut. The sound of a newsboy's exclamation, "Gee whiz," in the course of a harmless game of crap, will act on the motorphobic bobby like a red rag on a bull. Instinctively he will grab his club and prepare for hostilities. Even his faithful Waterbury, which has warned him so often of the hour of roll call, or when to expect the sergeant, is no longer to be trusted. Let anything with a "whiz" but come within range of the policeman's vision, and forthwith that steady old Waterbury will begin to loiter. No matter if the policeman's point of observation allows him to keep the "whizzing" thing in sight from the moment its form is silhouetted against the sky line of a distant hill, until it becomes a vanishing point in the road, miles and miles away, that old Waterbury watch will, to his distorted vision, have recorded but one minute and three-seventeenth seconds of time. The fault is not with the Waterbury. It is merely the unfortunate policeman's vision.

In striking contrast to hydrophobia, which impels its victims to run amuck, snapping and biting at everything within reach, motorphobia, when fully developed, has quite an opposite effect. Thus the motorphobic will secrete himself behind a tree, or in an open ditch beside a roadway, and wait for hours for the arrival of a "whiz." Strange delusions disturb his impatient vigil. The harmonies of nature are distorted into sounds of the approaching monster. The lowing of cattle becomes the tooting of the whiz's horn. The bleating of sheep, indistinct and quavering, become the chug-chug of the whiz's motor. The humming of bees is the whirr of its approaching wheels. The fleeting shadow of a bird on the wing, the chirruping of crickets, the gymnastics of a grasshopper, the swaying of a leaf overhead, all are mistaken by the deluded watcher into premonitions of alarm. At every sound or stir he grabs his faithful Waterbury, which with a madman's cunning he has long recognized as an infallible detector of the real danger. But the hands of his ticker move along regularly as ever, and he knows at once that it was a false alarm.

Credit is due to King Edward VII. for the most effective antidote to motorphobia yet put into operation. Realizing the impossibility of British officialdom associating royalty with a "whiz," he has let it be known far and wide that he is a patron of the automobile and is fond of taking spins along the country roads of England. The effect has been marvelous. Except at rare intervals, and in places where royalty has never visited, the prevalence of motorphobia is as unknown as was hydrophobia when the muzzling order was in vogue. The

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occasional outbreaks are no longer regarded seriously, but merely as ingenious stratagem to attract the royal automobilist to an otherwise unknown district.

The example set by the English king might be studied with profit in this country. If the political rulers and wielders of the scepter of "influence" would but cultivate the recreation of automobiling, who would say that motorphobia would survive a day? Let it be but whispered among the helmeted coppers of Greater New York that Mr. Devery has forsworn horse racing for the pleasures of the motor, and forthwith even the very term whiz would disappear from the vocabulary of the New York police.

News of Paris-Vienna Race

OFFICIAL authorization for the Paris-Vienna race has finally been obtained from the French Minister of the Interior, but applies, of course, only to French territory. It is still doubtful what route will be followed from the boundaries of France to those of Austria, but in the latest advices it is announced



MR. GIRARDOT IN C. G. & V. CAR IN RACING TRIM.

C. G. & V. Cars are Manufactured at Rome, N. Y., as well as in France.

that Bavaria's opposition to the event seems definite, while strong hopes are entertained of obtaining the permission of the Swiss Government at Basel to pass through Switzerland at the speed of $7\frac{1}{2}$ miles per hour, or perhaps a little more.

The rules under which the race will be held differ on two important points

AUTOMOBILE TOPICS

from those followed for the Paris-Berlin race. One has reference to the weight limit for various classes of vehicles, and permits an excess of 7 kilograms (16 2-5 pounds) for all vehicles in which dynamos or magnetos are used for generating electric current. The second one rigorously prohibits the employment of auxiliary vehicles carrying supplies and repair material over the route. The final time limit for entries expires on June 15, and all who are not entered now are required to pay double entry fees.

Up to May 31 the entries numbered 142, and the only Americans noted on the list were W. K. Vanderbilt, Jr., entered as No. 79, with a Mercedes vehicle, and as No. 107 with a French vehicle (Mors), and Albert de Bostwick (as the list has it), with a French vehicle. Clarence Dinsmore, who is also entered, as No. 48, has withdrawn on account of ill health, but his machine (gasolene motor with electric transmission) may be taken through the contest by another driver.

Belgian manufacture is represented among the entries by Dechamps, No. 23; Mulders, Nos. 42, 43 and 136; Gobron-Nagant, Nos. 63 and 64; Torchon, No. 118; Roch-Brault, No. 119. Of Austrian vehicles there are seven, among which No. 30 is a Lohner-Porsche vehicle, with electric power transmission from a Mercedes gasolene motor. Germany has 12 entries, consisting of two Durkopp machines and the rest Mercedes vehicles. All other vehicles in the contest are of French manufacture with the exception of No. 45, a Napier, to be driven by S. F. Edge, and another British machine, No. 93, entered by Mark Mayhew.

W. K. Vanderbilt, Jr., Henry Fournier and Georges Prade, of the Auto-Velo, will shortly start out, together with several others, whose names are not given, on a reconnoitering expedition extending from Paris to Vienna, over the route most likely to be selected for the race. They will draw maps of the route, showing turns, grade crossings, washouts, "thankye'marms," kinds of pavement, and points of danger, and will publish their observations on their return.

The date for the race has not yet been finally decided, and this, in conjunction with the uncertainty in regard to certain portions of the route, will cause feverish work for all connected with the event during the next few weeks. June 30 has been mentioned as the day when the touring section will probably start from Paris.

Automobile Proverbs

A miss is better than a mile-runaway.

Goggles and caps don't make an automobilist.

Be sure you're right and go ahead, but be sure you're sure first.

He who hits and runs away should go to jail another day.

A clutch in hand is worth a whole machine in the ditch.

Better to have raced and lost than never to have raced at all.

A fool and his automobile should soon be parted.

Folly at the helm makes the policeman's watch go fast.

What doth it profit a man to gain a wagon load of trophies when he breaks his neck once?

Any excuse for an accident is better than none; but no accident is better still.

The Manufacture of Steam Trucks and Vans

TO-DAY automobile steam trucks are in regular, reliable and economical use in Germany, England, France and the United States. They have attracted the attention of handlers of heavy freight more than any other product of the automobile industry, and the public at large are recognizing the countless advantages of this method for the rapid and cheap transportation of goods.

This season will develop a still greater interest in automobile trucks. Their ability to easily and quickly transport heavy loads from place to place at the same rate of speed, hour after hour, appeals to all. The elasticity of steam permits of any variation of speed up to 10 miles an hour. In crowded streets it can follow the slowest dray; in open stretches a speed of from three to five times that of a horse is possible, while on up grades or hard roads increased power is instantly at command. Their economy, as compared with horses, is usually conceded, and their general practicability under the actual conditions of business remains the sole question under debate.



MORGAN STEAM TRUCKS—FRONT VIEW.

Under these circumstances the work which is being done to place steam trucks on the market becomes of sufficient general interest to warrant a somewhat extensive mention of the first American enterprise aiming solely at the production of this class of vehicles.

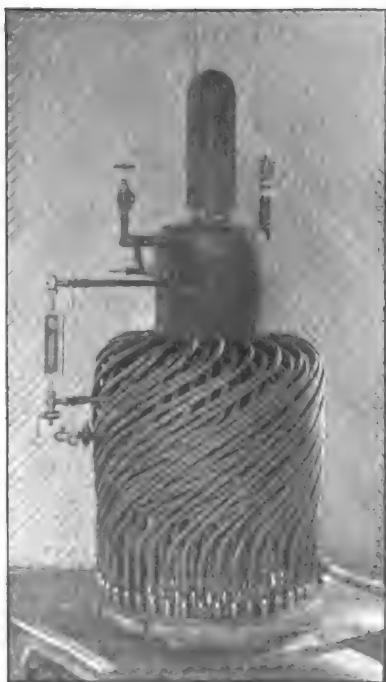
It is located at Barber's Crossing, at Worcester, Mass., on the Boston & Maine Railroad, and has been organized by W. R. Morgan, who is well known to the public from his connection with the International Motor Car Company, as general manager of their Toledo works, in which capacity he turned out 1200 Toledo steam carriages during 1901. It may furthermore be stated that Mr. Morgan has been very largely interested in the design and construction of the

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new 16-hp. gas wagon being built by the International Motor Car Company, and still is retained by them as their consulting engineer.

It is understood almost without mention that a business in heavy freight automobiles cannot be built up on the flimsy foundation of fashion's dicta or speed records, but must be backed by merit of the most substantial character, and it stands to reason, therefore, that those who go into it on an extensive scale, at which every mistake means a serious loss, are prepared to prove all claims that they make. With this in mind, the following data, though supplied by the Morgan Company, at the request of *Automobile Topics*, should prove unusually interesting to merchants and others contemplating the use of motor vans.

The boiler of the Morgan steam truck is a new type of the water-tube variety. It is provided with a seamless-drawn steel steam dome 14 inches in diameter and



MORGAN TRUCK BOILER.

30 inches in length; also with a mud or settling drum at its base, in which removable plugs have been provided for cleaning. The tubes, 120 in number, are attached to the steam dome, as well as to the mud drum, by a special union joint, designed for making the replacement of tubes a very easy matter. In case the owner does not have separate tubes in his possession, the tubes may be entirely removed and a plug inserted in the union; and upon screwing up the joint it is rendered absolutely tight. It will be noted that the boiler is provided with a superheating arrangement which crowns the steam dome. This heater projects into the stack, and utilizes to a large extent the waste gas. It is not only ribbed on the outside, but is also provided with internal ribs, so that the heat collected by the external ribs is very rapidly transmitted to the steam which is being drawn to propel the vehicle.

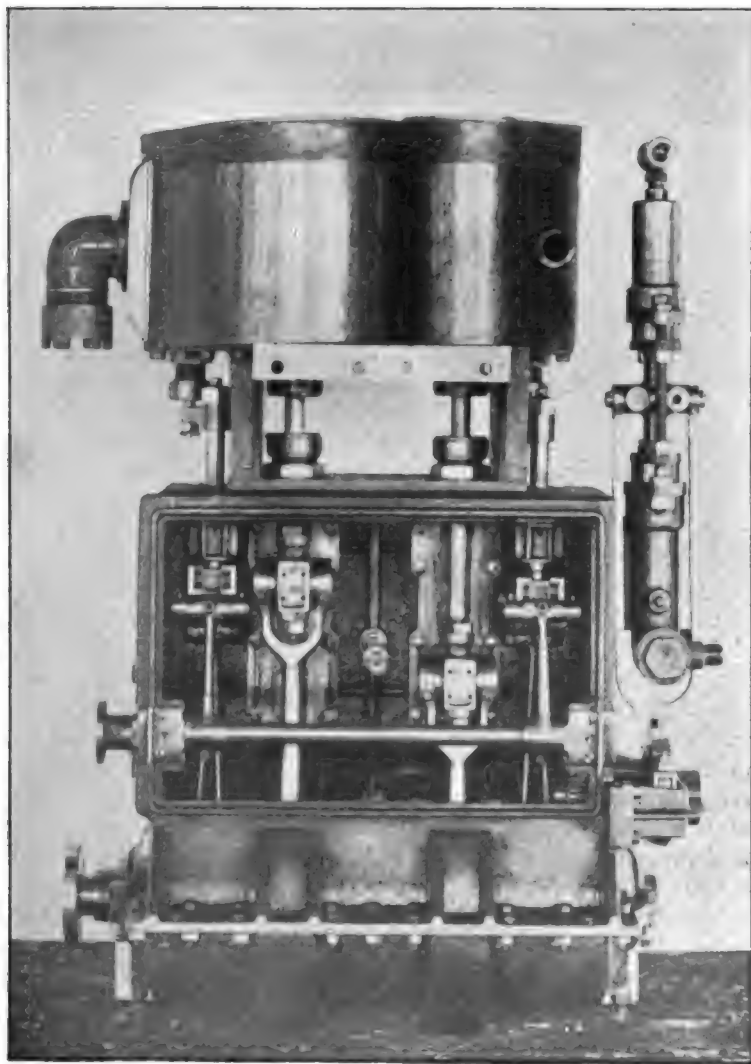
The circulation in this boiler is very rapid. An idea of its steaming ability can be formed from the fact that it will produce one horsepower per 4 square feet of heating surface.

In point of safety it has all the advantages so well known in water-tube boilers. Every boiler is tested to a cold-water pressure of 600 pounds per square inch. This does not represent the limit of strength, as it will stand 1200 pounds without undue stress.

The burner is cast solid, of a special metal. It is not subject to rapid deterioration, and it is practically indestructible. It is provided with a regulator, which acts on the main burner, and either cuts out or admits oil automatically. The action of this automatic regulator is such that steam being raised to within a few pounds of predetermined pressure, the flow of oil is almost cut off, there being just sufficient oil allowed to flow to the burner to keep it lighted. Should

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the truck be started, and the steam pressure be reduced, the regulator will again admit oil to the burner, when steam is again raised to the cutting-off point. So efficient is this combination of burner and regulator, that steam has been repeatedly raised from cold water to 200 pounds pressure in 20 minutes. Two tanks



ENGINE FOR MORGAN STEAM TRUCK.

are supplied, holding collectively 50 gallons of kerosene, which is sufficient for a mileage radius of 100 miles.

The construction of a steam engine of sufficient power, combined with the greatest steam economy, and able to withstand the unusual strains imposed by

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traveling at speed over all kinds of roads, is one of the most difficult problems which the automobile engineer experiences.

Generally speaking, the Morgan engine is of the ordinary cross-compound type, with cylinders of 3-inch and 6-inch diameter, respectively, by 5-inch stroke. The pistons are fitted with two spring rings, such as are employed in all modern high-grade stationary engines. The cross-heads are made of phosphor bronze, and their wearing surfaces are made sufficiently large so that they will run indefinitely. They are ground to their slides by hand, and an absolute fit is thus assured. The connecting rods are made of nickel-steel forgings, with marine heads. The crank ends are provided with bronze boxes capable of being taken up at will. The crank shaft is forged solid from a billet of nickel-steel, the eccentrics being a part of this forging. The cranks themselves are drilled so that they can be tempered to a nicety. This is also true of the wrist pins used in the cross-heads. A crank case is provided, in which are all the moving parts of the engine, with the exception of the valves and pistons. Owing to the fact that this case is oil-tight, and absolutely dust-proof, perfect lubrication is assured. At each revolution oil is thrown on every part within the case, and it is, therefore, impossible, as long as there is oil in the case, to damage in any way these moving parts.

It will be noted, by referring to the illustration, that a separating part has been placed between the crank case and the cylinders. This is provided so that the repacking of the stuffing boxes on piston and valve rods can be readily accomplished. There is also another advantage in this construction, in that it is impossible for water to collect in the crank chamber should one of these packings become worn. When repacking is necessary it will instantly be brought to the attention of the operator by the noise of a slight amount of steam escaping through the packings; and, owing to their accessibility, the fault can be easily remedied on the road in a very short space of time, without having to remove a single part of the mechanism. The lever controlling the links is situated at the driver's right hand, so that after starting the vehicle any degree of cut-off can instantly be put into effect.

Arrangements have also been provided for admitting high-pressure steam to the low-pressure cylinder. The advantage of this arrangement is at once apparent; for instance, when starting a heavy load, owing to the fact that the cranks are set at 90 degrees to each other, it might happen that the high-pressure piston, on stopping, rested at the end of the stroke. In this case the small cylinder would be rendered useless; but the large piston would, in a case like this, be in a position to receive steam, and this is exactly the thing they are able to do; therefore they can move the truck at any position on the engine. This arrangement is also available on heavy grades when extra power is required.

The feed-water pump is of proper proportion to maintain at all times a sufficient supply of water within the boiler. It is attached to the engine case, and obtains its supply from the water tank under the seat. The tank holds 100 gallons, which is found by repeated trials to be sufficient to steam 25 miles over ordinary roads. A feed-water heater raises the temperature of the feed water to 208 degrees.

To the engine is attached an air pump which, by a simple adjustment, maintains an air pressure automatically of any desired amount without further attention of the operator. The simplicity of this air pump guarantees reliable action.

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Both the air pump and the water pump are geared to the main shaft of the engine at a ratio of five to one, so that they are slow running. Being of ample proportions, as a glance at the illustration of the engine will show, they should last indefinitely. No trouble has been experienced with these parts during four years of use and 20,000 miles of travel.

It has been found necessary to pump water while standing, and that this may be done, a standard Worthington steam pump has been provided. It is conveniently located just back of the boiler and the under the floor boards upon which the feet of the operator rest, where it is easy of access. This pump is easily controlled through a small valve conveniently placed near the hand of the driver. In case of failure of the regular water pump to operate, which is sometimes occasioned by carelessly allowing dirt to accumulate in the tanks, the feed water may be handled by this pump also, so that the journey can be continued without having to make stops to clean out water tanks.

Another feature is the water tank filler, by the use of which the operator is enabled to fill the tank from some wayside brook or corner watering trough in eight minutes. This is done by attaching a hose with a strainer on the end, which is provided with each truck, dropping it into the water, and opening a steam valve. This siphon is extremely simple, no complicated mechanism being used. It is attached to the rear left hand corner of the 100-gallon water tank. The tank is provided with a removable strainer, so that it may be opened for cleaning.

A separator built on the centrifugal principle is provided. After the steam has passed through the combined feed water heater and muffler, where it has, to a certain degree, lost its force, and a large amount of it has been condensed, it passes into the separator. Here the steam and water are separated, the water being trapped back into the main tank. Thus a large proportion of the water is used over and over. It might be said that this is rendered possible by the fact that no lubricating oil is used in the engines. The steam is allowed to further expand in this separator and muffler combination, and, that part of it which is not condensed, is carried by a pipe over the boiler, and discharged through a series of small openings. In this way, coming in contact with the waste products of combustion from the boiler, it becomes highly superheated, and, on account of there being a small amount of it present, the trucks show no exhaust steam.

The kerosene tanks are two in number, of 25 gallons capacity each, and are tested to 100 pounds pressure. They are situated in the rear of the truck, and so placed that they may be filled when the truck is fully loaded. Fifty gallons of oil will carry the vehicle 100 miles.

All parts of the brake are strongly constructed, as it is realized that at times safety largely depends upon it. It is so devised that with the ordinary pressure of the foot, the truck can be brought, almost instantly, to a standstill. In an emergency the engine can be reversed, it having been designed especially for this hard service.

The under-frame of these vehicles is constructed of 4-inch channel steel, but in all cases, and as a special feature of the design, a pair of strong, tubular, longitudinal stays connect the front and rear axles, adding very much to the strength and rigidity of the whole structure, and relieving the framework of the body of many severe stresses. The boiler, already described, is placed centrally in the front

AUTOMOBILE TOPICS

of the truck, where it is carried by steering wheels. The engine is centrally situated within and attached to the upper channel steel frame. The power is transmitted to the driving shaft by means of beveled gears running in oil-tight cases, made dust proof, provided with long, white-metal bearings. The lay shaft is made telescopic to allow for the action of the springs. The countershaft carries the compensating gear, and has steel pinions on each end engaging with large, bronze internal-cut gears, fastened to a steel plate, which in turn is made fast to the felloes of the wheel. These internal gears are enclosed with mud guards to prevent grit getting into the teeth. Arrangements are provided on the countershaft so that the compensating gear may be locked. There is no change of gears for different speeds, the regulation of speed being accomplished by means of the high pressure steam valve, and when extra power is required, high-pressure steam is let into the low-pressure cylinder, as referred to in the description of the engine. The rear axles are extra heavy, with large, plain bearings. The same is true of the forward wheels, the steering axles themselves being forged from nickel-steel.

In regard to the control of the truck, great simplicity has been accomplished. The maintaining of the proper steam pressure, the supplying of fuel and water, is automatic. Speed is controlled by a simple throttle, and increased power is available, as already pointed out, in the possibility of admitting high-pressure steam to the low-pressure cylinder of the engine. The addition of the reversing lever gives the operator, when maneuvering, the ability at all times to go ahead, or reverse, instantly. Simply closing the throttle, and applying the brake—a movement which is easily accomplished, and soon becomes a matter of habit with the operator—brings the truck to a standstill. In case of an emergency, when there is no time to do this, the reverse lever can be brought into use, and the engine, with full boiler pressure behind it, utilized for making quick stops.



A ROW OF STEAM TRUCKS.

Records of A. C. A. Non-Stop Contest, May 30

TABULATED figures do not look very attractive to the average reader, but they tell a story with many interesting details in a very succinct manner, and without embellishment of facts. In looking over the records of the A. C. A.'s non-stop and consumption tests on Memorial Day it should be remembered, however, that not all of the vehicles were in the hands of experts, and also that some of the stops, though penalized under the rules of the trials, were no more serious than such as occur with horse-driven vehicles, when a horse has been over-fed and heats up too rapidly, or when he gets a foot over the traces, or a strap comes loose. The conditions of a contest are necessarily more severe than those met in every-day use of automobiles.

VEHICLES WHICH WERE ENTERED BUT DID NOT RUN.

No.	Maker.	Entered by	HP.
A 1	Panhard & Levassor Co.....	A. R. Shattuck.....	12
B 4	International Motor Car Co.....	Company	7½
A 9	Automobile Co. of America.....	Sidney Dillon Ripley.....	25
B 10	International Motor Car Co.....	A. G. Southworth.....	7½
A 13	Panhard & Levassor Co.....	E. E. Britton.....	16
A 15	Panhard & Levassor Co.....	Col. J. J. Astor.....	12
A 16	Panhard & Levassor Co.....	W. Sharpe Killmer.....	24
A 40	Rochet-Schnelder	Ernest Cuenod.....	12-16
A 42	U. S. Long Distance Co.....	E. A. Riottl.....	7
A 44	Ohio Automobile Co.....	Adams & McMurtry Co.....	12
A 45	Peerless Mfg. Co.....	G. Jason Waters.....	16
A 51	A. Darracq & Cie.....	R. J. Allyn.....	16
A 57	Automotor Company.....	Arthur P. Smith.....	12
A 61	A. L. Riker.....	A. L. Riker.....	12
A 63	Lawrence & Hollister.....	Lawrence & Hollister.....	8
B 69	Overman Automobile Co.....	Overman Automobile Co.....	14
A 70	Morgan Motor Co.....	Thos. H. Wyatt.....	4
C 71	Vehicle Equipment Co.....	Knight Neftel.....	
B 74	Conrad Motor Carriage Co.....	Conrad Motor Carriage Co.....	7

NON-STOP CERTIFICATES HAVE BEEN AWARDED THE FOLLOWING:

No.	Maker.	Entered by.	Hp.	Wt.	No. of Pmgs.	Consump'n of Gas- lene. Gals.	Wet- ter. Gals.
B 5	Grout Bros.....	Grout Bros.....	4½	1300	2	12½	113.15
B 6	Prescott Automobile Mfg. Co....	W. H. Wells.....	4½	1700	2	13½	85.5
B 7	Prescott Automobile Mfg. Co....	H. M. Wells.....	4½	1650	2	14	79.5
A 12	Geo. N. Pierce Co.....	Percy P. Pierce.....	3½	1130	2	4	
B 22	Lane Motor Veh. Co.....	Lane Motor Veh. Co.....	10	2100	3	15½	93.25
A 23	U. S. Long Distance.....	A. J. Lamme.....	7	1660	2	4½	
A 27	A. Darracq & Cie.....	Chas. D. Cooke.....	9	1560	2	5	
A 28	A. Darracq & Cie.....	F. A. LaRoche.....	9	1750	2	4½	
B 29	Locomobile Co. of America.....	Locomobile Co. of America	3½	1925	2	13½	114.75
B 30	Locomobile Co. of America.....	Locomobile Co. of America	3½	1620	2	10	89.25
A 32	Ohio Automobile Co.....	H. W. Whipple.....	12	3020	4	6½	
A 33	Mors, Paris.....	Jefferson Seligman.....	12	2900	5	7	
A 38	Georges-Richard	C. J. Field.....	10-12	2000	4	8	
A 39	Georges-Richard	Alex. Fischer.....	10-12	2000	4	7	
A 43	Autocar Co.....	Wm. Morgan.....	8½	1500	2	5	
A 50	DeDion-Bouton Co.....	J. F. Hovestadt.....	4½	1225	2	6	
A 52	Fournier-Searchmont Motor Co..	E. B. Gallaher.....	8	2450	2	7	
A 53	Fournier-Searchmont Motor Co..	E. B. Gallaher.....	8	2430	2	8½	
A 56	Haynes-Apperson Co.....	Haynes-Apperson Co.....	6	1700	2	5	

AUTOMOBILE TOPICS

No.	Maker.	Entered by.	Hp.	Wt.	No. of Pngra.	Consump'n of Gaso- lene. Gals.	Wa- ter. Gals.
A 58	Knox Automobile Co.....	Knox Automobile Co.....	6	1650	2	7	
A 59	Knox Automobile Co.....	Knox Automobile Co.....	6	1710	2	6	
A 60	Knox Automobile Co.....	Knox Automobile Co.....	6	1700	2	7	
B 64*	White Sewing Machine Co.....	P. H. Deming.....	6	1750	2	6½	6
B 65*	White Sewing Machine Co.....	Windsor T. White.....	6	1750	2	5¾	6
B 66*	White Sewing Machine Co.....	Morris R. Hughes.....	6	1750	2	9	9.75
B 67	Overman Automobile Co.....	Overman Automobile Co..	4½	1700	2	10½	84.75
A 73	Fournier-Searchmont Co.....	R. A. Greene.....	8	2350	2	8½	
B 75	Locomobile Co. of America.....	F. W. Lebing.....	3½	1780	2	16	103.5

*Class B, Section II.—Under strictly non-stop rules.

Class A.—Gasolene vehicles.

Class B.—Steam vehicles.

Weight includes fuel, supplies, equipment and passengers, at 150 pounds each.

THE FOLLOWING VEHICLES ALSO COMPLETED THE 100-MILE COURSE:

A 2	Ohio Automobile Co.....	Adams & McMurtry Co..	12	2625	2	7	
A 3	Ohio Automobile Co.....	Adams & McMurtry Co..	12	2625	2	5	
A 8	Mors, Paris.....	W. N. Beach.....	16	(no record)			
B 17	Grout Bros.....	Grout Bros.....	6½	1400	2	14	
B 21	Prescott Automobile Mfg. Co.....	F. E. Magee.....	4½	1650	2	10¾	71.35
A 24	Ward Leonard Electric Co.....	Company	5	1500	2	6	
A 26	Ward Leonard Electric Co.....	Company	5	1425	2	4¾	
A 34	Haynes-Apperson Co.....	H. S. Chapin.....	9	2800	4		
A 35	Haynes-Apperson Co.....	H. S. Chapin.....	6	1790	2		
A 36	Peerless Mfg. Co.....	Company	16	1950	2	8	
A 41	U. S. Long Distance.....	I. W. England.....	7	1790	2	3	
A 47	Panhard & Levassor.....	Geo. Arents, Jr.....	12	3200	4	9	
A 49	Automobile Co. of America.....	J. H. Yockel.....	12	3100	4	9¾	
A 55	Automobile Co. of America.....	H. C. Cryder.....	12	2490	2	4	
A 62	A. Darracq & Cie.....	A. H. Tatum.....	9	1850	3	7½	
A 72	Cottureau & Co.....	Central Automobile Co....		1550	2	7	

CAUSES OF PENALIZED STOPS.

A 2	5 min., loose clutch.	A 41	9½ min., chain off; 2 min., chain off.
A 3	28 min., hot crank journal.	A 47	9 min., hot water in pump, hot engine; 3 min., missed road.
B 17	15 min., for water not at official station.	A 49	17 min., spark plug short circuited; 6½ min., spark plug dirty; 10½ min., broken chain; 4 min., chain off sprocket; 1½ min., chain off sprocket. (Missed course at N. Rochelle to Jerome Avenue.)
B 21	2½ min., back firing in burner; 1½ min., back firing in burner; 1 min., insufficient steam on hill; 1 min., insufficient steam on hill.	A 55	3 min., spark plug, broken connection; 4 min., spark plug, broken connection; 47 min., coil; 1 min., crank shaft.
A 24	2 min., gas cut off.	A 62	30 sec., stalled on hill; 30 sec., stalled on hill; 11 min., for water.
A 26	4½ min., spark plug dirty; 3 min., spark plug dirty; 2 min., spark plug dirty.	A 72	1 h. 28 min., hot engine; 10 min., oil at Mianus; 10 min., gasolene at Mianus; 2 min., stalled on hill; 1 min., stalled on hill; 9 min., sparkar.
A 34	2 h. 41 min., hot engine; 4½ min., oil cup; 23 min., gasolene and chain; 1 min., storm curtain.		
A 35	14 min., pump, hot engine; 4 min., spark failed; 1 h. 1 min., no gasolene; 6 min., taking gasolene.		
A 36	— min., spark plug dirty; — min., spark plug dirty.		



Public Opinion in Chicago

LET us put the case fairly, proposes the Chicago Tribune: The automobile, we will say, has a right to use the streets. Nobody denies this. Everybody is willing to see the automobilist get out in the afternoon and take his little spin along the boulevards and through the parks. We should hate to have it said that Chicago had no automobiles. We want automobiles. They add to the charm and gayety of town. We are glad that they are here. When the automobilist says, as some members of the Chicago Automobile Club have said, that the public hates automobiles and wants to run them out of the city, he is not seeing straight. The public enjoys looking at the horseless carriage, and would not for anything in the world lose sight of it.

The real reason for the present popular agitation and discussion is to be found elsewhere. People are disgusted and dissatisfied not because automobiles use the streets, but because it so frequently happens that the automobilist thinks that he is the whole taxpaying body and that the streets are his drives and the parks his inclosures. There is a narrowness in such a notion. The automobile has no more right to precedence or predominance on the street than the dog-cart has, or the omnibus, or the wheelbarrow, or the pedestrian. The courts have so held on several occasions. The people have thought that the courts were right. All persons who use the streets, either on foot or in vehicles, are on terms of equality with one another. A cannot think that B must always get out of the way. Neither can B think that A must always get out of the way. To be specific, the automobilist cannot—or, at any rate, must not—think that when he wants to rush down a street at twenty miles an hour all he has to do is to make a noise with his horn and then plow ahead with waves of pedestrians turning off from his front wheels and a wake of clear desolation behind. It would be almost as reasonable if a pedestrian should whistle and then start down the middle of the street and expect all vehicles to scatter before him just because he gave notice that he was coming.

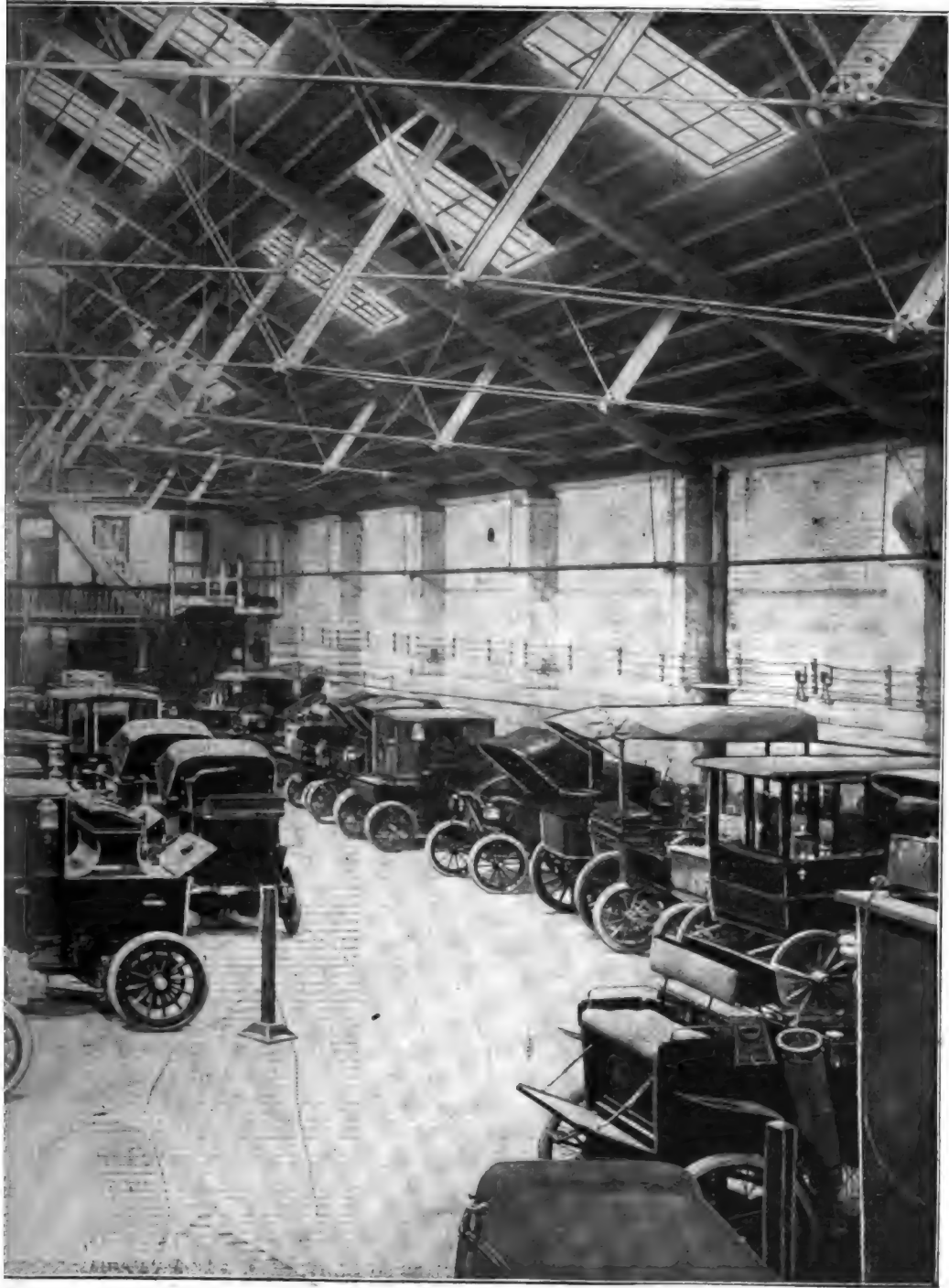
All abuse and raillery aside, the thing is not tolerable. It is not that all automobilists scorn their fellow-citizens. It is simply that some of them are being either wicked or foolish. They need either more heart or more head. If they cannot get the one they should be treated as delinquents. If they cannot get the other they should be treated as defective. The non-automobilists, who, after all, are probably the majority, must be protected.

So much for the Tribune's view of the matter, which seems to be very generally shared. The ordinance regulating automobile traffic in Chicago contains many interesting provisions. Every driver of an automobile must be licensed, and each applicant for a license must have good use of both hands and arms; also both legs and feet. He must have good eyesight. If the vision is corrected by glasses, they must be securely fastened to the head by a spectacle frame. He must not be color-blind. He must be free from epilepsy. He must be free from heart disease. He must not be dipsomaniac. He must not be subject to fainting spells. He must not be of reckless disposition. In addition he must pass an examination showing his familiarity with the vehicle which he proposes to drive, before a committee headed by the city electrician, and lately the Mayor, in conjunction with this committee, has threatened to revoke licenses summarily if their holders proved guilty of reckless speed.



INTERIOR OF CENTRAL AUTOMOBILE STORE

In the foreground a 16 HP. Panhard—To the left a 5 HP. Peugeot and a 12 HP. Morisse.—In the background a 1907 Buick and a 1907 Ford. The rest are of the Buick Motor Vehicle Company's Tonneau. The rest are of the Buick Motor Vehicle Company's Tonneau.



THE STATION ON BROADWAY, NEW YORK.

In the background a 12-12 HP. Peugeot, an 8 HP. Mors, a 12 HP. Marienfelde-Mercedes and an Electric
Gasolene Machines and Electric Carriages.

French Alcohol Consumption Trials

THE recent alcohol races organized by the Minister of Agriculture in France illustrate the eminently practical methods of the French Government in dealing with the subject of automobilism. In the brief summary of the results of these contests given in *Automobile Topics* of May 31, it was shown that as a fuel for racing vehicles a mixture of alcohol with gasoline was in every way satisfactory, so far at least as speed was concerned. An unfortunate mishap in the trials between industrial vehicles, by which the only vehicle using pure alcohol for fuel—a Peugeot van—broke down about eight miles from Paris, leaves the relative merits of the pure spirit, as against a mixture of alcohol and gasoline, still undetermined.

Official data in addition to opinions of experts who used the new fuel are, however, now available to furnish the basis of a fair estimate of the value of alcohol fuel. Four chauffeurs who represented the steam interests in the Circuit du Nord trials, Messrs. Ruteshauser, Chanliaud, Barbereau and Le Blon, are outspoken in their eulogy of alcohol. Said M. le Blon, whose opinion the others endorsed: "I have been surprised at the even and rapid generation of steam pressure obtained by alcohol, especially after a stoppage. Unlike kerosene, which involves a certain difficulty in re-starting quickly, nothing of the kind occurs with alcohol, which is really the best liquid fuel of all." On the other hand, however, it was stated, on indefinite authority, that at the close of the speed trials several of the competitors were not so enthusiastic in their opinion regarding the new fuel. Complaints of the carburettors becoming clogged up, and motors not always developing their full power, were said to have been heard, but as none of the winners were quoted as complaining, little weight was attached to such opinions as reflecting on the merits of the fuel itself. The speed results, however, were satisfactory beyond question. Under circumstances of exceptional difficulty, over a route far from straight, with stretches of paved roadway, interspersed with lengths of mud, through a storm of wind and rain, a speed was obtained of 77 kilometers to the hour, as against a record of 85 kilometers on a straight, clean and dry road, with every detail for speed arranged to perfection. On the question of consumption the trials furnished interesting data. In face of exceptional difficulty from wet and cold, many of the competitors in the touring class who were not equipped to withstand such weather, dropped out of the race on the first day. Thus, of the forty-seven competitors who left Paris, only forty-three succeeded in reaching Arras, 130 miles distant, the same night, while between Arras and Abbeville, 161½ miles, the number was reduced to sixteen, although eight more managed to crawl in before morning. This left a total of twenty-four starters for the final lap from Abbeville to Paris when the weather conditions were the worst of the entire journey. During the last day's run the rain fell in torrents, and the finish was made in a perfect deluge. Under these circumstances the competitors were nothing loath to leave to the government officials the task of weighing the cars and filling the tanks to ascertain the consumption.

The following are the consumptions for the full distance of 453 miles: Peugeot quadricycle (982 lbs.), 7.8 gallons; Darracq (1,594 lbs.), 11.95 gallons; Panhard et Levassor (1,892 lbs.), 20.22 gallons; Gladiator (1,997 lbs.), 18.26

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gallons; Delahaye (2,284 lbs.), 15.25 gallons; Panhard et Levassor (2,854 lbs.), 27.28 gallons; Gillet-Forest (2,501 lbs.), 27.52 gallons; Chenard-Walcker (2,691 lbs.), 12.59 gallons; Herald (2,352 lbs.), 22.93 gallons; Nanceienne (2,886 lbs.), 20.85 gallons; Delahaye (3,062 lbs.), 22.33 gallons; Prunel (2,352 lbs.), 20.18 gallons; De Dietrich (2,238 lbs.), 25 gallons.

Coming to an analysis of these figures it is shown that a vehicle weighing empty 766 kilos, or with its passengers 1,205 kilos, consumed in the transport of this load 470 kilos, 34.690 liters, which is equal to 0.0610 liter to the ton kilometer. In the matter of cost, taking the alcohol denaturised at 45 centimes the liter gives an expense in round figures of 15 francs. Or, again, an empty vehicle weighing 1,104 kilos, which reached 1,603 with its crew, shows a consumption of 62.680 liters during the trip, equal to 0.0831 liter to the ton kilo at a cost of 27 francs. These figures are based on a price of 45 centimes per liter for the alcohol. A comparison of the consumption of carburetted alcohol as against gasolene shows an increase of between 15 and 20 per cent. To successfully utilize the new mixture for American automobiles, therefore, some reduction should be made in the existing high price of raw alcohol, which can be produced cheaper here than in any country in the world, save for the internal revenue tax and the restrictions placed upon its manufacture for the sake of insuring the collection of the tax.

Highway Users Like Bituminous Macadam

A MONG highway users the pavement known as bituminous macadam, or macadam with an admixture of coal tar, is attracting favorable attention of late, because it combines the advantages of asphaltum and ordinary macadam, while cheaper and less slippery in wet weather than the asphaltum and less dusty than the ordinary macadam. A committee of the various organizations which are now forming a central organization in New York under the name of the Association of Highway Users, recently visited Boston, Pawtucket, Brockton, Campello and Cambridge, where bituminous pavement has been in use for a considerable time. They reported favorably on it as a desirable roadbed by reason of its being waterproof and free from mud and dust, the absence of slippery surfaces, its resiliency and its durability. A committee from the Road Drivers' Association had also investigated and pronounced in its favor.

The various organizations referred to have been urging their preferences in regard to paving material upon Jacob A. Cantor, president of Manhattan Borough of New York, with a view to having bituminous macadam tried on the main avenues leading north out of the city, especially on Seventh avenue, and were represented in these efforts by the following: Dr. E. V. Brendon, president of the Good Roads Club; Harry Unwin, secretary of the National Association of Automobile Manufacturers; Alderman Joseph Oatman, president of the Associated Cycling Clubs of New York; Gilbert Ray Hawes, representing the Truckmen's Association; Armitage Mathews, of the law committee of the Board of Aldermen; George C. Wheeler, of the Associated Cycling Clubs of New York, and John F. Cockerill and David Lamar, of the Road Drivers' Association.



REGINALD S. DAVIS AND OFFICIAL OBSERVER IN LOCOMOBILE TOURING CAR IN CONTEST, MAY 30.

Sport and Utility

UNDAUNTED by the Staten Island accident to the Baker speed machine Alexander Winton is building a machine now with which he expects to beat all records and push the speed mark up above 80 miles an hour. "It has been demonstrated repeatedly that automobiles can be operated with safety at a speed of 75 miles per hour," says Mr. Winton, according to the Cleveland press. "I have driven them at that speed myself. I have no hesitancy in saying they can be driven 80 miles an hour in safety if the machines are properly built and are driven by a careful driver over a good road.

"At a speed of 70 miles or better the machine is liable to leave the ground at any time if it meets even a slight obstruction. A very small thing can cause a machine to go into the air. If one is traveling at from 70 to 80 miles per hour and goes into the air for only a second, the machine will jump from 60 to 80 feet, according to the speed. The great danger in that event is that it may not be pointing straight down the course when it hits the earth. If it has changed direction when up, it requires quick action to straighten it out when it gets down to running again.

"Machines will be driven above 80 miles this season, and I will be one of the men who will do it. What we want is a speedway that has no waves. It is

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the waving surface that most easily throws a machine in the air. With a proper speedway, an expert driver and a properly built machine, 80 miles is not an unsafe speed."

Speaking of means for obviating dust, the New York Herald delivers the following mouthful: "An experiment is being tried in France whereby kerosene is sprinkled on the road by the auto as it plunges ahead. In this case the remedy seems worse than the disease, as the machine smells bad enough as it passes without leaving behind a token of its passage. Another idea is to have the principal auto thoroughfares covered with a fifteen-foot strip of asphalt, which can be laid for about \$60 a mile. Who is to pay for this and keep it in repair is not stated in the proposition. It would be rather hard to take half the horseman's roadway away from him and also tax him for the improvement!"

The Herald is the victim of misplaced confidence. There is no automobile made which can carry sufficient kerosene for sprinkling a roadway while "plunging ahead." The price quoted for asphalt would be at the rate of two-thirds of a cent per square yard, counting nothing for the substratum. At this rate the much-desired highway from New York to San Francisco might be constructed for \$240,000, instead of the usual estimate of \$25,000,000.

The Electric Vehicle Company has secured a perpetual injunction against the Conrad Motor Carriage Company of Buffalo, prohibiting the latter concern from using the Elliott steering wheel knuckle, to which the Hartford company holds exclusive rights under Letters Patent No. 442,663.

John Scott Montagu, member of the British Parliament, and friend of King Edward, has entered automobile journalism as editor of a new sixpenny publication, called *The Car*, "a journal of travel by land, sea and air," of which the first number has been received. It contains an excellent engraving showing "the king in the editor's car," a juxtaposition of royalty with journalism which will first shock those ultraconservative among British plutocracy and aristocracy for whose conversion to the automobile creed the new paper seems to be primarily aiming. Doubtless it is the editor's idea that the shock will eventually be translated into submissive thought and emulation of the royal example. The journal is magnificently, but not very cleverly, printed. The engravings are excellent, and some of them are interesting aside from the element of personal and social prominence, which, however, dominates from cover to cover.

Ernest Cuénod has sold the 16-hp. Rochet-Schneider car with which he won the hill-climbing contest at Rosslyn on April 26, besides securing a blue ribbon from the Long Island Club on the same day, and which also proved its speed at the Staten Island trials. The purchaser is Mr. Reeve Merritt, who is a first cousin of President Roosevelt, and lives next door to the Roosevelt residence at Oyster Bay.

The Rochet-Schneider is one of those products of the French industry in which the influence of the German Mercedes construction is plainly visible and freely acknowledged, and shares with the Georges-Richard cars—also introduced

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in this country by Mr. Cuénod—those comfortable riding qualities which have only lately become appreciated at their full value by the public. If the sale of the Rochet-Schneider car in this case should be the means of familiarizing President Roosevelt with automobilism in its most attractive form, Mr. Cuénod will have earned the good will of the American industry, even though the means of doing so be a foreign product.

Those who have had troubles with dynamos on automobiles on account of brushes would do well to test the "graphite brushes" which the Joseph Dixon Crucible Company, of Jersey City, have placed in the market with a view to obviating such troubles.



PANHARD LANDAU—CLOSED.

While a fender on an automobile may suggest an unlawful desire for speeding, it might be preferable to a verdict for damages and a palpitating conscience. Besides, there are several automobiles in the market, the front view of which would be much improved by almost any device covering the space from the dashboard down.

The Chicago Automobile Club, while having a 100-mile test planned for July 12, is ambitious of organizing a test run from New York to Chicago in conjunction with the A. C. A. The latter club, however, has on the tapis a reliability run to Boston and return for the fall, and will probably not engage itself further for the present.

Agamemnon Schliemann, who ran over and killed Quellien, the "poet of the Normandy," in the streets of Paris on March 16, has paid \$16,000 to Mme. Quellien as indemnity for the loss of her husband, and was fined \$40 by the court for reckless driving. He claimed that the accident was due to the poet losing his head and turning back when half way across the street.

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An interesting adaptation of the good points in French design to the tried-out advantages in American construction is brought out in the new touring car made by the F. B. Stearns Company of Cleveland. The motor is of 20 hp. and of the end-to-end type. The intake and exhaust valves are on top in plain view and easy of access. The sparker is on the side. All three are in the cylinder head which is easily removed. The mixing device is the Stearns atomizer which has always been one of the admired features in Stearns vehicles. It permits of throttling the gas mixture at the intake valve, so as to obtain steam engine effects within a considerable range of speeds. The sparker is the mechanical device which has been in use satisfactorily for the past two years. The transmission gear, which gives three speeds forward and reverse, gives direct driving on the



NEW F. B. STEARNS TOURING CAR.

highest gear which, owing to the efficient throttling, is in use nine-tenths of the time. One of the valuable features learned from the French is an automatic force feed oiler. Dynamo is used for generation of current. The body is of the French tonneau type and the car will seat five people comfortably. The list price is \$2,500.

After an extensive postal-card canvas of public opinion, the citizens' Committee of Fifty, which was recently formed in New York City for the purpose of resisting the proposed increase of the speed limit for automobiles, has passed resolutions expressing the opinion that the maximum speed of automobiles within the city's limits should remain at eight miles an hour; that automobiles should be registered, that owners should be licensed, and that license numbers should be affixed to each vehicle.

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Thomas A. Edison has gone on record declaring that it is the simplest matter of the world to construct a machine which will go so fast that a man cannot sit in it and live. Mr. Edison is undoubtedly right, but he has failed to perceive the fine point in the speed branch of automobile construction, which is to find the highest speed at which a man can drive a machine and yet live and let others live. The "flashing point"—to borrow a term from explosives—at which the levers hang in the balance, goes up and down with the varying constructions of the machines and the varying qualities of the road surface. An interesting gamble results, but it is not a gamble about mere speed; for speed, as Mr. Edison says, can be very easily produced up to the dizziest degrees, but a gamble about lives, strength of material, quality of road surface, suitability of arrangements and the personal qualities of the drivers. The question asked of the constructor is not "how fast a machine can you build," but "how fast a machine dare you build."



PANHARD LANDAU—OPEN.

Although the American Automobile Association has announced that it will discipline all who compete at meets unsanctioned by it, the National Automobile Racing Association, which has been refused a sanction for its meet of June 21 on the Brighton Beach track, says that it will hold the races. Those who compete in them will not be allowed to race in contests held by clubs under the A. A. A. rule. This decision is interpreted to apply not only to members of the clubs which are at present represented in the A. A. A., but also to outsiders.

One 20-hp. Marienfelde automobile is among the most recent importations received at the store house of Smith & Mabley in New York. This German manufacture, of which several specimens of lower horsepower have already been sold and delivered, seems to compete successfully with the Panhard machines which are handled by the same firm.

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

E. E. SCHWARZKOPF, *Editor.*

MARIUS C. KRARUP, *Associate Editor.*

VOL. 4 No. 9

NEW YORK, JUNE 14, 1902

PRICE TEN CENTS

AUTOMOBILE TOPICS is published weekly, by Automobile Topics, No. 29 West 42d Street, New York. Subscription price, \$4.00 a year in the United States and Canada, or in foreign countries within the Postal Union, \$6.00 (gold) in advance. Advertising rates may be had on application.
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THE COMING OF THE TRUCK

BEFORE the automobile, as a substitute for the horse, can become entitled to the equine honor of being styled "man's best friend," it must be shown that, besides administering to his comfort or recreation, the auto possesses ability and fitness to bear drudgery and work like a horse. This is precisely what has been shown at trials of industrial vehicles held by the Minister of Agriculture in France in connection with the "Circuit du Nord" races.

Vehicles of all sorts, from the light parcels van to the heavy tip truck, capable of bearing a load of many tons dead weight, were included in the trials. Under circumstances calculated to prove next to insurmountable to ordinary horse power, as for example where the road was little better than a quagmire rendering a team powerless without extra assistance, the auto motor has shown its efficiency.

While the professed object of the tests was that of determining the relative fuel value of gasoline and alcohol mixed, that object is after all of lesser importance than the demonstration of the usefulness of motors for commercial purposes. The problem of relieving the congestion of the business section of every large city grows more difficult every day. But one solution is possible, namely, the substitution of mechanical for horse power, whether on the surface above or below ground. The adoption of cable power, and subsequently of electricity for street cars is but a step in this direction. Even yet, despite the enormous capital invested in electric street car services, there still remains much to be desired. A mode of transit not

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subject to the intolerable delays incidental to a rigid street car track is a matter yet to be obtained. And such a desideratum becomes nearer of attainment as the adaptability of automobiles for every branch of transport becomes better recognized. The advantages of the automobile for light express work are too well known to need comment. But it is the heavier traffic, the huge drays and trucks drawn by two or three horses, and as a general rule driven by thick-headed, reckless teamsters, which are at once the menace and the bane of city life. Their disappearance from the busy streets of a big city is only a question of time. And in so far as these industrial contests on the lines of the one recently held in France conduce to this end, they are to be encouraged.

FUEL CONSUMPTION TESTS TOO SEVERE

IN looking over the results of the recent A. C. A. contest one cannot help noticing the greatly varying consumption of gasoline in vehicles of identical construction, and it seems evident that the operator's ability has everything to do with the fuel cost, especially in steam vehicles. It seems also evident that the fuel cost could be considerably reduced for ordinary travel if the vehicles were not built for a much higher potential speed than can be actually employed on the roads. From private sources we hear frequently of much lower gasoline consumption than shown in the non-stop contest. Thus Ray G. Coates writes from Los Angeles: "I have a Mason engine in Locomobile No. 365, and have made 18 miles per gallon of gasoline on a 60-mile run, and not uncommonly make 15 miles per gallon when the proportion of fuel used for firing up is not very large as compared with the total consumption." Probably the special conditions of non-stop runs at very moderate speed are particularly conducive to poor fuel economy.

AN EXCUSABLE DISCREPANCY

A CERTAIN fashionable discrepancy between professions of a highly law-abiding spirit for public consumption, and, on the other hand, a very natural predilection for exhilarating speed for private diversion, is not limited to New York. The Hartford Times brings a flagrant example to general notice.

One of the liveliest automobiles in Hartford, writes the argus-eyed Times man, is the property of a newspaper editor who dearly likes to ride at a rapid pace through the city streets. His machine is a clipper from Clipperville, and it is always in commission. In the rural regions around Hartford hens go to roost, cats climb trees, children huddle in garrets and old ladies take to feather beds when the editor's oil-fed chariot darts across the horizon and approaches the habitations of men. But his greatest delight is to manipulate the high-speed gear in the midst of the city. One day last week the editor and his son were noticed scurrying down Windsor avenue at top speed. They were going twenty-five miles an hour, at a moderate estimate. The legal limit is twelve. The editor was

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filling himself with ozone, for he had a very important article to prepare that day with his own hand. The article appeared the next morning. It proved to be a severe admonitory essay addressed to those reckless automobilists who exceed the legal requirements in running their machines about the city. The article was headed, "Look Out for the Engine," and two more lines in black type said: "Pedestrians have no rights which certain automobilists regard." In his article the editor gently threatened the reckless automobilists with punitive legislation by the next General Court of Connecticut. He suggested that it might be a good plan to require all operators of motor-vehicles to have a license, and ironically remarked that it would probably be better for the innocent victims to be run over and killed instantly, rather than to escape in a mutilated condition. His concluding sentence was: "It is beginning to be a serious question as to whether the pedestrians, bicycle riders and others who have to use the streets have any rights which motor-vehicle riders are disposed to respect." Language of this sort from a twenty-five-mile speeder brings a sense of cool refreshment to all the other automobilists who are in the habit of being passed by him on the road.

Automobile Topics wonders mildly as to how long a certain amount of hypocrisy on the speed question will be forced upon automobilists, whether they are editors or otherwise, through well-meant but stupid speed regulations which leave out of consideration that a speed which would be criminal under certain conditions, may be perfectly legitimate under other conditions.



THE COFFEE & SONS GASOLENE WAGON—MADE IN RICHMOND, VA. AN INTERESTING INNOVATION IN DESIGN—BUT DID NOT FINISH 100-MILE CONTEST, MAY 30.

Clubs and Associations

UNLIKE most other automobile clubs the organization formed last week in St. Louis does not take sport for its leading issue, although it has applied for incorporation under the name of the "Automobile Club of St. Louis." The purposes of the club are the education of members and the public in mechanical sciences pertaining to the construction and skillful use and management of motor vehicles; to promote means for reporting the experiences of members and others in the use of these machines; to agitate the construction and maintenance of good roads and streets; to arrange pleasure runs, encourage contests and establish a club house. The club will be governed by a board of directors, consisting of the officers, and Jules F. Valle, George B. Leighton, A. Niedringhaus, John S. Carter, John Ring, Jr., and Horace Rumsey. The officers are: F. H. Walker, president; E. M. Senseney, secretary, and Edward Mallinckrodt, Jr., treasurer.

Milwaukee automobile users have for some time prepared to form a club. The effort culminated in a meeting last week, at which the following were present: T. Jones, F. C. Courtney, H. E. Collins, E. C. Waite, J. H. Moss, J. L. Williamson, C. H. Lemon, I. O. Newell, J. N. Rock, W. H. Pipkorn, F. W. Upham, Walter Bush, Beyer, J. L. Kuntz, F. H. Strauss, James Merkel, William Merkel, Charles Chase, C. G. Norton, J. H. Smith, Fred Bredel, Dr. Ralph Elmergreen, Charles Haase, E. G. Warner, Johnson, John Brennan, Fred P. Rugee, E. H. Bottom, Frederick Pollworth, L. J. Dorsch, Charles R. Davis, F. C. Gillen, Dr. H. Cohn, Eugene H. Wuesthoff. The officers elected were: Dr. Ralph Elmergreen, president; F. P. Rugee, vice-president; C. G. Norton, secretary, and Frederick Pollworth, treasurer. John Brennan and Dr. Sayles were elected trustees and a committee consisting of Charles R. Davis, F. C. Courtney and D. Gillen, was appointed to revise the constitution and by-laws, which were adopted last night. The object of the organization is to "promote the sport of automobiling."

The Century Road Club Association, a bicycle organization, has recognized the motor bicycle by appointing a committee to manage special motor bicycle runs. The Alpha Motor Cycle Club of Brooklyn arranged the first extensive club tour of motor bicycles in the vicinity of New York. It began on Memorial Day and lasted through the Sunday following. Fourteen riders started for Philadelphia on May 30 and spent the night in the Quaker City. The next morning they ran to Atlantic City. Ten had survived when the popular seaside resort was reached. On Sunday five of these started to make the run home, and all completed the journey of 160 miles that day.

The Motor Cycle Club of New York is another new organization which is taking up this branch of automobilism. It meets weekly at No. 10 West Sixtieth street, New York City, and held a run over Long Island roads last Thursday. The Metropole Cycling Club has selected a motor bicycle as the prize for the principal amateur event—a two-mile handicap—of its bicycle race meet at Manhattan Beach on June 21, and continues its preparations for a motor bicycle "reliability run" from Boston to New York in July.

AUTOMOBILE TOPICS

The Gas Belt Automobile Club has not yet perfected its organization to the point of including a family of local clubs in the various cities of the Indiana gas belt, but it has had its second club run from the headquarters at Muncie, Ind. Those who participated were: Jesse M. Stephens, captain of the organization and pacemaker; John Walters, E. Elmore, Mr. and Mrs. George E. Scott, Mr. and Mrs. A. M. Klein, Mr. and Mrs. C. Crozier, Ralph Hemingway, Mr. and Mrs. J. M. Long, J. C. Stafford, E. J. Seaman, all of Muncie; and Charles van Buskirk with family, and B. L. Davis with family, of Eaton, Ind. No incidents marked or marred the excursion. Gasmobiles, Locomobiles, Mobiles, Oldsmobiles and Toledo steam carriages, locally known as "Toledo mobiles," were the automobiles in use on this occasion. The Locomobile company has evidently incurred a heavy responsibility by setting the style in the nomenclature of self-propelled vehicles.

The annual meeting of the Automobile Club of Philadelphia was held on Saturday, June 7, at the rooms of the Engineers' Club, barely a quorum being present. Both officers and board of governors were re-elected for the coming year. A revision of the by-laws, giving greater powers to the board of governors was adopted. There is probably no city in the country where there is as little enthusiasm and concerted action among automobile owners as in Philadelphia. Club meetings are attended only by half a dozen members that are identified with the industry, and dinners and club runs have no attraction for those who seem the most active automobilists.

An automobile club has been formed in Berkshire County, with headquarters at Pittsfield. The following are the officers: President, Dr. O. S. Roberts; vice-president, Dr. F. W. Brandow; treasurer, Judge E. T. Slocum; secretary, L. A. Merchant. The organization will be known as the Berkshire Automobile Club, and the following are the charter members: Dr. O. S. Roberts, Alden Sampson, Dr. Robison, Dr. F. W. Brandow, E. S. Breed, Mr. Laffin, Mr. Kernochan, Samuel G. Colt, Judge Slocum, Franklin Weston, Philip Weston, Fayette Jordan, E. H. Bridgeman, W. H. Bradford, Mr. and Mrs. F. W. Jewell, H. E. Jeffers, Thomas Conklin, Mr. Lathe, William P. Wood and L. A. Merchant.

At its June meeting the Bridgeport, Conn., Automobile Club adopted nine new members, and passed resolutions against reckless driving. It also decided to hold a 50-mile non-stop run on July 4, and to have blanks printed on which members could note irregularities and obstacles in the roads near Bridgeport, for the information of the local director of public works. On May 30 the Bridgeport Club went out in a body to view the A. C. A. non-stop contest from a point near the turn, between Westport and Southport.

The Automobile Club of New Jersey holds a run on Sunday, June 15, from No. 8 Central avenue, Newark, to the Denville Hotel, Denville, N. J., starting at 9 o'clock, writes W. P. Stewart, vice-president and secretary of the club.

Centenarian Likes Steam

SYRACUSE, N. Y., has rediscovered the old truth that extreme old age takes kindly to new things, while cautious conservatism is usually cultivated by those who have not yet turned 50 years. Mrs. Eva De Voe, who lives at the corner of Kinne and West Manlius streets, East Syracuse, last Saturday celebrated the rounding out of a century of birthday anniversaries by a spin in her Century steam vehicle. The coincidence in the name of the vehicle lends a peculiar appropriateness to the event.

Mrs. De Voe is the mother of five generations, who were represented at the centennial. Her faculties are intact. Last year, when she celebrated her 99th



MRS. EVA DE VOE—100 YEARS OLD—IN HER CENTURY STEAM CARRIAGE.

birthday anniversary, she astonished her relatives by wanting to learn to ride a bicycle. This was immediately tabooed, the opinion being that a comfortable, easy-running automobile, with a top, was safer and better for a woman of her age. She enjoys riding in an automobile, and says that it makes her feel young again; but, for that matter, she has been looking forward to automobile driving for 60 years. "Back in the forties" Lorenzo Dow was a well-known resident of New York State, and he was a preacher and a savant. Mrs. De Voe tells that he sometimes called the children together, and said: "You musn't make fun

AUTOMOBILE TOPICS

of me; but I say that the time will come in less than 100 years when people will be going around in carriages without horses, and will be able to talk with their friends hundreds of miles away." His prophecies sank into the mind of Mrs. De Voe, and she has thought of his sayings many times since. She likes motor vehicles because there is no danger of their running away. She expects that in a short time people will be sailing through the air with the same readiness that they now go around in automobiles.

This remarkable automobilist was born in Rotterdam, Schenectady County, June 7, 1802. Her first husband was John N. De Graff of Montgomery County, to whom she was married in 1822. Six children were born. Her husband died in 1839, and two years later she married John I. De Voe of Orville. She was again widowed in 1863.

The machine in which the old lady is sitting is the latest model of the Century steam runabout, made by the Century Motor Vehicle Co. of Syracuse, and is easily controlled by the aged enthusiast.

Drainage in Motor Barns

PRIVATE motor barns form the subject of the most practical article in the first number of the new English journal, *The Car*, and we take from it the following advice on certain details of the arrangement. E. Keynes Purchase, honorary architect to the Automobile Club of Great Britain and Ireland, is the authority quoted:

The floor should be of cement, sloping to the center (so that the rubber tires do not stand in the oil dropping from the car), with a slight fall to one end, and without a drain. The latter would only prove a snare and delusion where oil or gasoline has to be dealt with. Nothing will stop a drain quicker than continual oil-dropping, and should a serious leakage of gasoline occur, the collection of vapor in a drain may prove a serious danger.

When a store is properly ventilated, the chance of fire is, of course, very small, even though a leakage of gasoline is taking place. Nevertheless, it is always a mistake to enter a motor house with a naked light after it has been shut up for any length of time. Electricity is the ideal medium for all lighting. A wall plug conveniently placed, with a hand lamp and long flexible wire, is always useful both in the store and in the pit, and the current can be used for charging accumulators in connection with electric ignition. Artificial heating is not advisable unless hot-water pipes can be used. It is better in very cold weather always to empty the water out of the car before leaving it for the night. This is not much trouble, and is not often necessary.

The most necessary adjunct to a motor house—the inspection pit—should be placed near the entrance, with a good solid wooden cover, made in pieces, easily lifted by a man. [Modern construction of French, and especially American cars, renders the inspection or repair pit a less absolute necessity than it was a year ago.—ED.] In the bottom, and at one corner, with the floor sloping toward it, should be a small sump hole with an iron grating, where any wet or dirt will collect and be easily removed. This is infinitely preferable to a drain, which is

AUTOMOBILE TOPICS

always liable to get stopped and cause trouble. A glass roof, with open sides, over the pit, and extending some distance from the entrance to the store, and directly in front of it, will be found a great luxury and convenience, more especially for washing cars during wet weather. The floor of the covered way should fall away from the pit and toward the drain, the latter being provided with a self-cleansing trap and movable mud pan, into which the dirt deposits itself, and can be emptied from time to time. While on the subject of cleaning, I may say that, perhaps, it is not everyone who knows that a little paraffin or gasolene (about a teacupful) poured into a bucket of water, is the most satisfactory thing to sponge the car with before leathering; in fact, I believe it is the only practical way of removing any stray grease or oil which may be in evidence.

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2	C. H. Metz	3¼ hp. Orient43¾	1.10¾	Silver Medal
Class III.—GASOLENE, UNDER 1,000 LBS.					
5	L. S. Thompson	5 hp. Renault . . . . .	.59	1.35¾	Gold "
9	Lewis Nixon	7 hp. Long Distance	1.03	1.43¾	Silver "
6	H. Ward Leonard	8 hp. Knickerbocker	1.05¾	1.45	Bronze "
Class IV.—GASOLENE, 1,000 TO 2,000 LBS.					
15	Percy Owen	15 hp. Winton . . . . .	.47	1.17¾	Gold "
11	Ernest Cuenod	16 hp. Rochet-Schneider . . . . .	.56¾	1.22¾	Silver "
12	Jefferson Seligman	12 hp. Mors . . . . .	.57½	1.32¾	Bronze "
Class V.—GASOLENE, OVER 2,000 LBS.					
30	E. E. Britton & A. J. Levy	60 hp. Mors . . . . .	.34½	.55½	Gold "
23	Wm. Guggenheim	24 hp. Panhard . . . . .	.44	1.11	Silver "
25	E. E. Britton	16 hp. Panhard . . . . .	.59¾	1.36½	Bronze "
Class VI.—STEAM.					
32	S. T. Davis, Jr.	10 hp. Locomobile46½	1.12	Gold "
36	H. H. Wells	4½ hp. Prescott	1.01½	1.37½	Silver "

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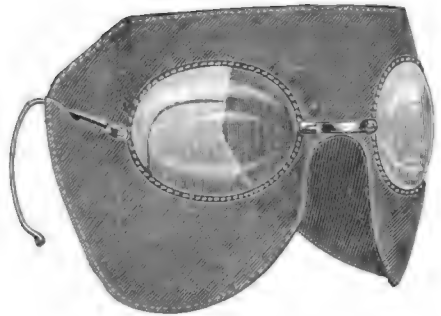
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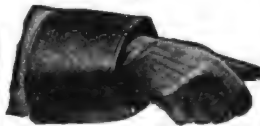


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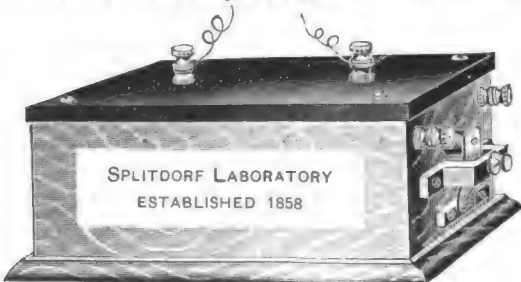
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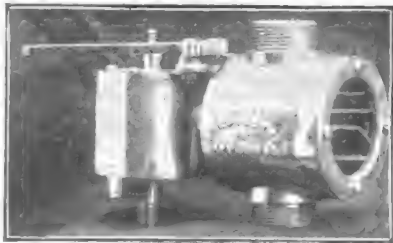
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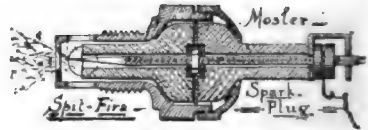
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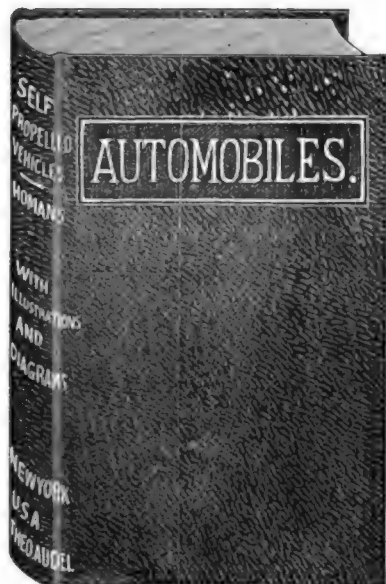


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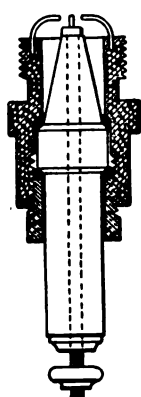
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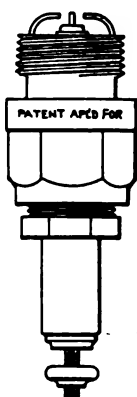


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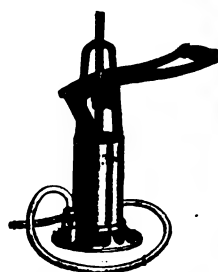
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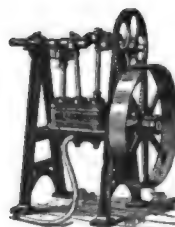


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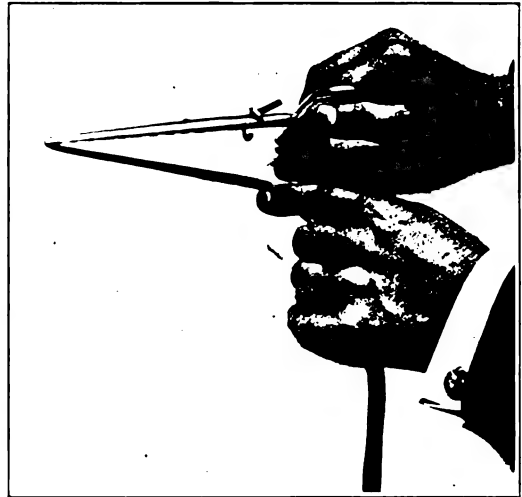
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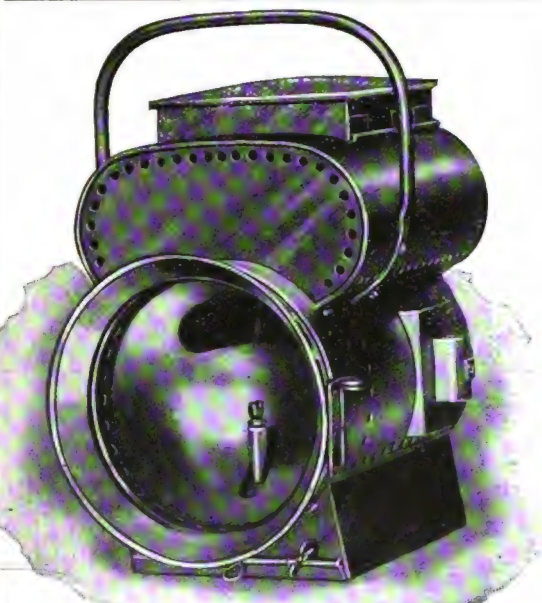
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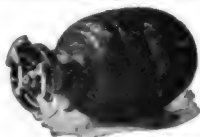
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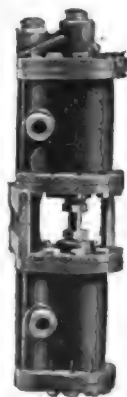
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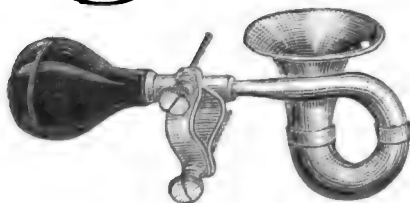
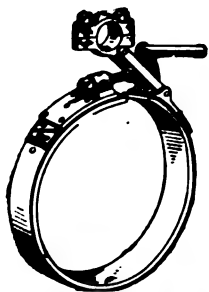
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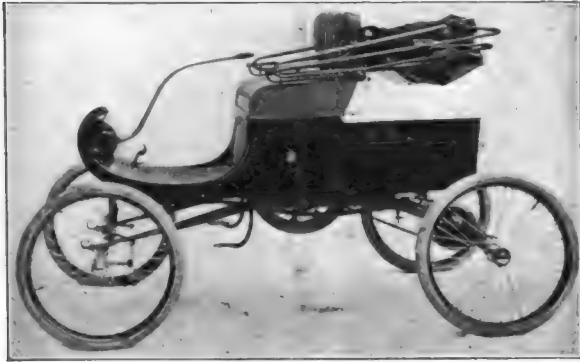
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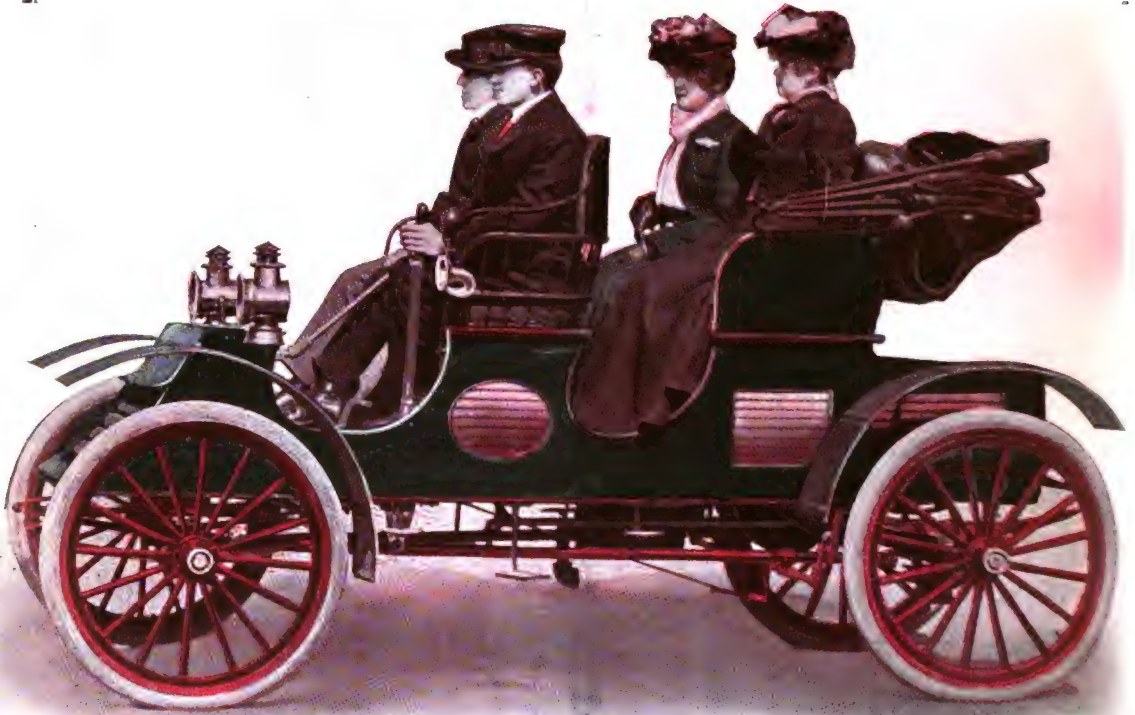
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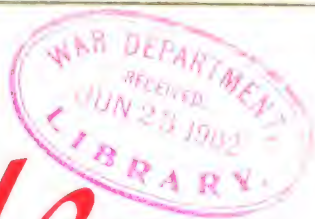
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Automobile Topics

Illustrated.

Vol. IV.

NEW YORK, JUNE 21, 1902.

No. 10



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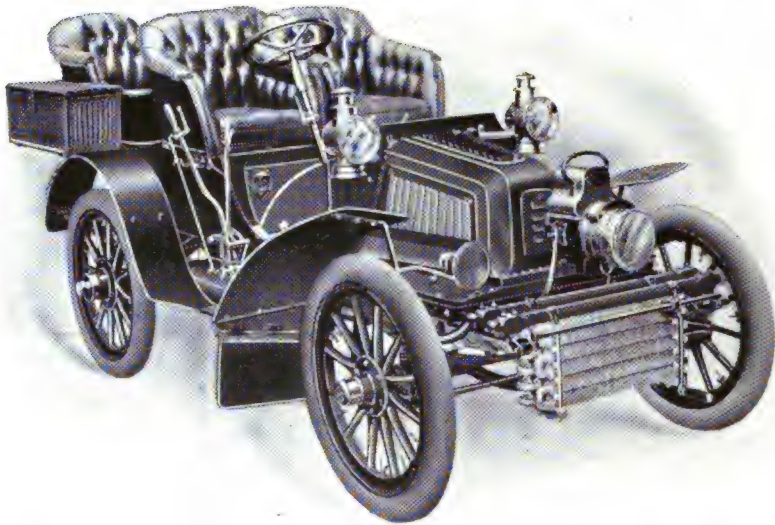
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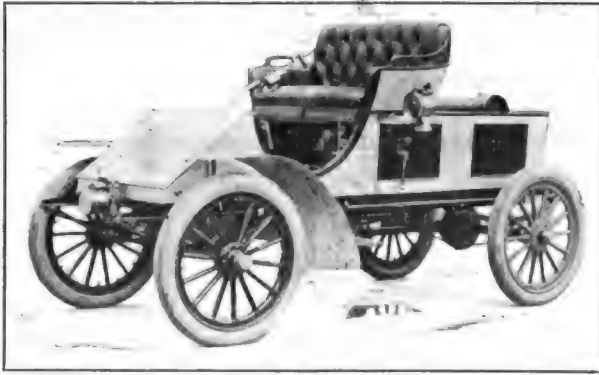
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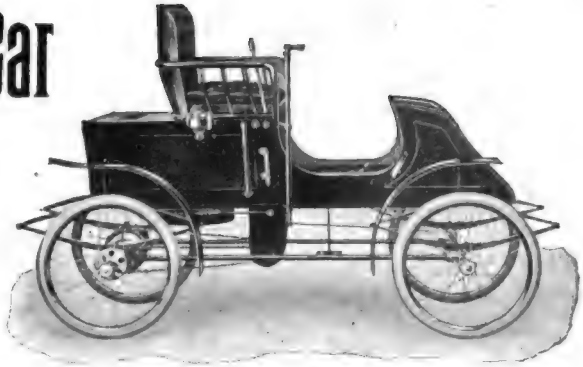
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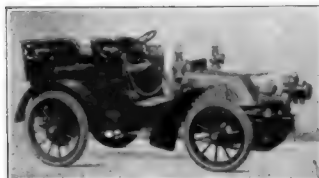
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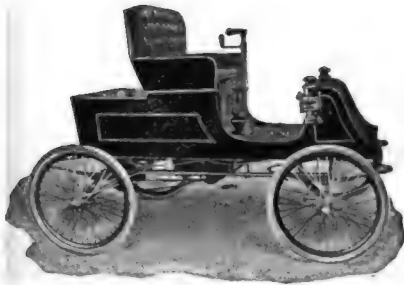
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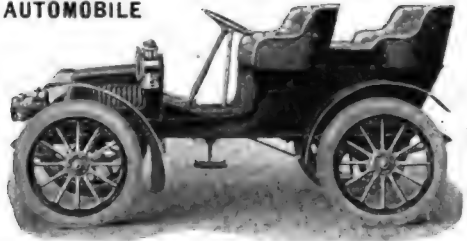
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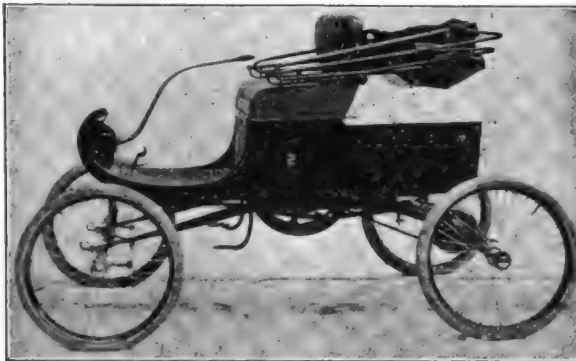
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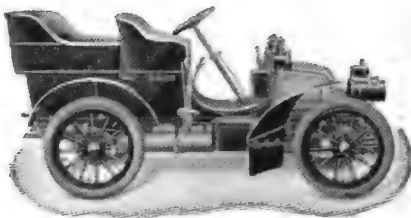
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See Account Long Island Endurance Run, Page 536, Horseless Age

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Illustrated

VOL. IV.

JUNE 21, 1902.

NO. 10

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Automobile Topics

Illustrated.

VOL. IV.

JUNE 21, 1902.

No. 10

Danger in Ignorance

LEGISLATION hostile to automobilism has become such an old story that any reference to it at this day is merely threshing over old straw. Time and education, both on the part of the automobilists as well as the public at large, can alone provide the remedy. Toward the education of chauffeurs, *Automobile Topics* has ever been outspoken in denunciation of recklessness and folly, and in supporting measures to their repression. The efforts of designers and manufacturers aiming at simplicity of device, have also done a great deal. To expect, however, that mere mechanism however ingenious or simple will ever eradicate foolhardiness where nature has implanted it, would be as futile as to rely upon a rule of the Jockey Club or an edict of the Humane Society to repress a fool's reckless driving or a brutal driver's cruelty to his team. In both cases, the only remedy is the infliction of penalties to prevent a repetition of the offense.

The education of the public in regard to automobiles is another matter. In this the most potent factor is the daily newspaper, from which the average man gathers his opinions ready made upon subjects outside the range of his immediate personal knowledge. Unfortunately, however, many writers in the daily press, in treating of automobilism, instead of seeking to educate their readers, merely aggravate their prejudice and solidify their ignorance. A case in point is an editorial in the New Orleans *Picayune* on the advent of the automobile to the Crescent City. The general tone of the article is pre-eminently fair and reasonable. It deprecates absurd hostile legislation, and is justly severe in condemning recklessness on the part of automobilist. But in its advice to the public the *Picayune* says:

"Pedestrians must not fail to realize that automobiles are even more dangerous than electric cars, as they move even more rapidly, and, not following a fixed track, are to be more carefully guarded against."

Against such counsel, every lover of the automobile will enter a protest. The

AUTOMOBILE TOPICS

one point of superiority of the automobile in competent hands is the almost total absence of danger as compared with horse vehicles, or even bicycles. It is no exaggeration to say that where an automobile could be driven through a street of blind men without a single mishap, a pair of spirited horses or a bicycle going with any speed would entail many accidents among pedestrians with normal eyesight. To compare an automobile to an electric car is absurd. Where the former, fast bound to its track, is helpless to swerve a hairsbreadth from its path of destruction, the automobile, with its delicate machinery, may be turned aside, even though its headlight be on the point of grazing the obstacle ahead. To warn the public into a state of terror of the automobile is therefore neither reasonable nor just. Nine-tenths of the accidents which have occurred might have been avoided if the public or the foolhardy drivers had but possessed that reasonable knowledge which begets confidence and prevents recklessness.

Swallowing a Camel

SINCE the elder Bennett promulgated the canon of modern journalism never to publish advertisements as news, many queer results have attended the efforts of editorial writers to disown even a speaking acquaintance with the business confreres on the same paper. "Never mention the firm's name" is a rule hammered into every young reporter's head, that is, of course, provided his story have reference to anything which may redound to the firm's credit. When it is something detrimental to the firm, a trivial prosecution arising out of the carelessness of an employé, then the case is different. Unlimited free advertising may be given to actors or actresses, real estate dealers, Wall Street operators and most of all to foreign dressmakers, caterers, or purveyors to the world of fashion, but the legitimate merchant or manufacturer is debarred from access to the news columns of the modern newspaper, except through the intermediary of the police court or similar disagreeable channel. An instance in point was shown lately in a widely circulated weekly illustrated, which printed a half-page picture of Alfred Harmsworth, the London editor, in his automobile. The portrayal of this distinguished journalist in his automobile was a matter to which nobody might take exception. As an ardent automobilist who has given the full weight of his most successful paper to the furtherance of automobile interests, he is a gentleman of whom journalism and automobilism have each reason to feel proud. But when it comes to emphasizing the picture with a gratuitous advertisement of a foreign-made automobile, the case is different.

Primarily, this is a matter which concerns nobody but the proprietors of the paper referred to and the foreign manufacturers. It is to be presumed that the latter have already expressed their thanks for the free ad. with becoming expressions of their distinguished consideration. But the illustration in question recalls a little incident which occurred not long ago where an American firm was hardly treated with the same courtesy. On the occasion referred to the firm had been approached by the newspaper with a request to furnish a photograph of one of its automobiles on exhibition. This request was cheerfully granted, a detailed description of the machine being furnished with the photo. In due course

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the picture and its description appeared in the next issue of the paper. But when the editorial blue pencil had finished with the "copy" gratuitously supplied, the word "Locomobile" had been cut down to "a steam automobile in common use," or words to that effect. Messrs. Harper Bros. ought really to give a hint to the editorial and business ends of their esteemed Weekly to get together.

Death of Baron Von Bleichroder

THE cabled announcement of the death of Baron Georg Von Bleichroder, resulting from an automobile accident, has caused the deepest regret among a wide circle of friends and acquaintances. Only meager details of the fatality are as yet to hand. The Baron, it appears, was on his way from Paris to Lechenich, and had telegraphed for his automobile to meet him



THE LATE BARON GEORG VON BLEICHRODER.

at Duren in order to hasten his journey. Between Duren and Cologne is a long down-hill stretch of macadam road, where a stone cart in the distance offered apparently no obstacle to the approaching automobile. The driver of the stone

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cart saw the Baron coming, signalled to him to go slower, and dismounted to hold his horse. The animal, however, plunged directly in front of the automobile, which turned over and the machinery continuing to work, pounded the body of the Baron underneath.

When assistance reached the scene of the accident, it was found that the Baron had received a fracture of the skull. He was at once removed to Duren, and messages at once dispatched to his brothers, Barons Hans and James Von Bleichroder, summoning them to his bedside. His injuries, however, were beyond medical aid, and he died in the course of a few hours.

Baron Georg was about forty years old, of handsome appearance and very popular with his many acquaintances.

He had always had a great passion for horses, but recently he became very much interested in automobiles. He had a horse entered for the Grand Prix, but withdrew in favor of Hamburg, where he had every chance of winning.

Baron Georg was one of the best known men in Paris, as well as in Berlin. He was one of the directors of the celebrated Berlin banking house, and second son of the banker who rendered great assistance to Prince Bismarck in founding the German Empire.

He was also a special partner in the banking and brokerage firm of Ladenburg, Thalmann & Co. About four or five years ago he made two visits to New York to become acquainted with the local end of the business. Since that time he has not been here.

Baron Georg Von Bleichroder's racing stable, near Cologne, is known as the Roemerhof Stud. All his stable hands are Americans. He was known as the Rosebery of the German turf, and early this year he discharged every German who had anything to do with his racing stable, from trainer to stable boys, and replaced them all with Americans, among whom are several colored men. He told his turf acquaintances he was convinced that Americans knew how to get the best out of racing horses, and that he intended to employ no other nationality in his stables. An American starting machine was recently built on his magnificent training grounds.

The name Baron Von Bleichroder is one of the earliest in connection with the Automobile Club de France. He was always known as a careful chauffeur.

The Georges Richard Light Carriage

THE Georges-Richard establishment has devised for 1902 a type of light carriage which presents some interesting peculiarities that will merit the attention of the public. The exact place occupied by the different parts may be seen from the cuts of the frame given herewith.

The frame is constructed of seamless tubes and presents the form of a trussed girder, which offers great strength, and is mounted upon 30-inch wooden wheels of 6 ft. 4 in. base and 4 ft. 1 in. tread. It rests at one end upon the front axle through the intermedium of two triple-plate elliptic springs. This axle carries the steering wheel journals, which pivot in long lubricating bushes above, and

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which are displaced by the steering bar through the intermedium of a pinion, rack and rods. Each oscillating point is provided with a tempered cast steel ring.

Farther along, two steel pieces receive the vertical ironwork upon which the hood is mounted. This latter, upon its front face, carries the double coil and sparking battery, and, upon its rear face, the gasolene reservoir and the automatic motor-lubricator. In the rear, the frame is supported by two springs with plates of great length, and to the center of which the driving axle is secured by



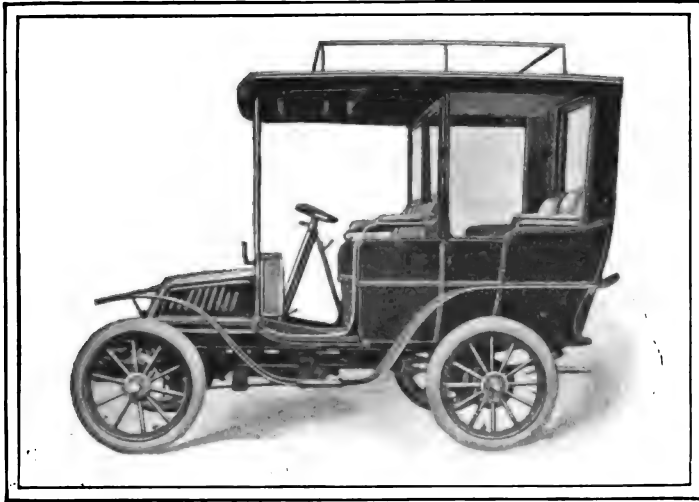
GEORGES RICHARD CAR, CLIMBING HILL.

two coupling plates. The motor case is fixed by four arms to the lower frame, and upon it is placed vertically the double-cylinder casting. At the top there is a bronze cap, which covers the two admission valves placed in the center of their cylinder. This cap carries a two-way cock, which is opened or closed by the centrifugal governor of the motor, which thus acts upon the admission of the gas, in the same manner as the Mercedes-Simplex. At the side of the cylinder casting are placed the exhaust-valve boxes. These valves are water-jacketed and

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instantaneously dismountable. A plug placed above, which may be removed by means of a key furnished with the carriage, carries a clearance cock.

The motor crank case contains three secondary shafts; one for the sparking, one for the exhaust valve cams, and one for actuating the cold water pump, which is placed at the base of the motor so that a maximum head may be obtained. These three shafts are controlled, through gearing, by the crank shaft of the motor, and the whole is hermetically enclosed in the housing.



GEORGES RICHARD—LIMOUSINE CAR.

In front, upon the left side, are situated the electric contacts for effecting the sparking. The pump, which is of the reversed rotary turbine type, is placed at the base of the crank case. It receives water directly from a reservoir secured to the frame, forces it into a flanged radiator placed in the front part of the carriage, and sends it thence into the jacket of the cylinders and valves, whence it returns to the reservoir. In order to dismount it, it suffices to unscrew a plate situated in front of the lower part of the motor. The crank shaft of the latter is prolonged in the rear of the frame, so as to carry the flywheel and friction clutch. This clutch, which is of aluminum, covered with leather, enters a recess in the flywheel under the action of a relatively weak spring. Nevertheless, through a combination of special arrangements, the impulsion is very gentle, the adhesion is absolutely perfect, and no slipping ever occurs. Owing to the prolongation of the crank shaft which serves as a slide for the friction clutch, the latter is always perfectly centered with respect to the flywheel with which it engages, and the thrusts of the spring are balanced without the use of any thrust-bearings. The clutch is controlled by a pedal placed at the base and to the left of the steering-post. It carries a fork which engages with a counterpart placed upon the principal shaft of the change of speed. This system of control has the advantage of

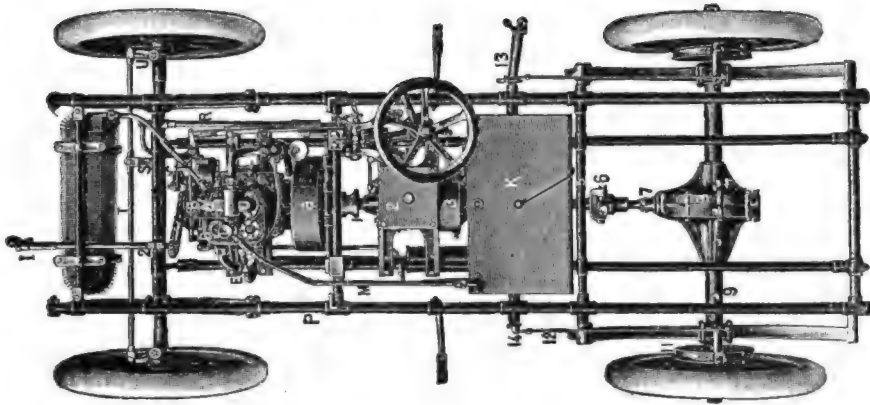
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rendering the friction cone and change of speed gear entirely independent of each other, although, as regards gyratory motion, these two parts are intimately connected.

What renders the motor extremely remarkable is its intensive efficiency and the proportionality of its energy. Thus, when running at 600 revolutions it gives 6 hp., and, at 1200, 12 hp. At such velocity, it is perfectly balanced and operates normally and without jerks. In special cases, its velocity may be raised to 1500, and even to 1800 revolutions, without any danger to its parts.

The consumption is very feeble, since it has been proved that it amounts to but about six fluid ounces of gasolene per mile.

The Richard motors are of three different models: (1) a 7.5 hp. single cylinder one, with a bore of 4.0 inches and a stroke of 4.4; (2) a 10 hp. one, with two cylinders cast integrally, thus guaranteeing their parallelism and strength; and (3) a 20 hp. one, having four cylinders. These motors are provided with a special sparking device, called a mechanical magneto-vibrator. The sparking is done electrically by means of batteries, and presents the peculiarity that at the starting there is no danger of a turning back of the crank, which may be revolved as slowly as may be desired. The motor always starts at the first half revolution. Each motor is provided with an automatic governor, which renders it entirely noiseless. The lubrication of the motors is effected automatically through the pressure of the exhaust gas in a tight lubricator. When the carriage starts, the motor is immediately lubricated, and, when it stops, the lubrication ceases. As the motor is placed vertically in front, the transmission of energy to the driving



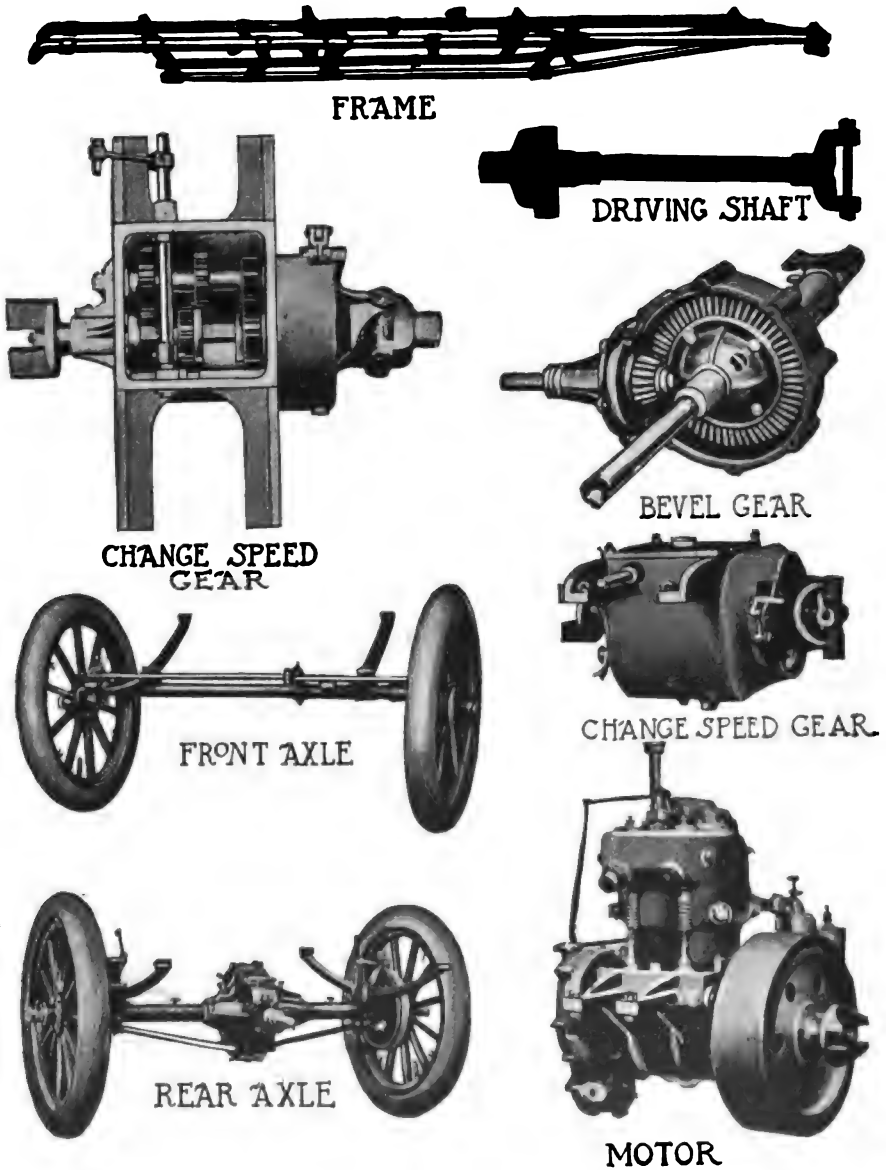
GEORGES RICHARD—PLAN OF RUNNING GEAR.

wheels in the rear is, as already intimated, effected by means of a friction cone and a gear-box giving three speeds to the rear, and of a gimbal and differential connected with the hind axle. There is, therefore, neither belt nor chain.

The throwing into and out of gear is done by means of a cone of special construction, and is effected progressively. The gear-box is enclosed in a tight aluminum case, which is filled with oil at about every thousand miles. The changes

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of speed are effected by means of a movable brake controlled by a handle placed under the steering hand-wheel, and are accompanied with no noise. The gearings



THE GEORGES RICHARD LIGHT CARRIAGE.

are of a special steel not liable to wear. The characteristics of transmission by these is that, when the high speed is put on, there are no longer any energy-transmitting gearings in engagement, and that the motor transmits the power to the

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axle directly, thus giving a maximum efficiency. The reversal of motion is produced by a supplementary pinion that is interposed between the movable and stationary train by means of an eccentric, and of a special handle fixed to the steering-post. At the end of the gear-box, we find the longitudinal gimbal, of which the MM. Richard are the inventors. This is connected with the rear axle through a gearing composed of two bevel wheels. The larger contains, in a recess, a differential with bevel pinions, and the two halves of the driving axle upon which the wheels are keyed are enclosed in tubes, forming, with the housing of the differential, a tight box, which is filled with oil at a distance of every thousand or fifteen hundred miles.

It is the ratio of the two bevel pinions of the rear bridge that gives the multiplication of the carriage, such multiplication being variable with the power of the motor. With the single cylinder 7 hp. motor the speeds are 8.6, 12.4 and 26 miles; with the two-cylinder 10 hp. motor, 10, 20 and 31 miles; and with the four-cylinder 20 hp. motor, 15.5, 31 and 47 miles. The General Motor Car Co. are importing only the two and four-cylinder cars.

The steering-post, which is placed to the right, is inclined and provided with a hand-wheel. It controls the front axle through a rack and a pinion that gives a reduction such that the hands are not fatigued in the maneuvering of it.

The Richard light carriage constitutes a very remarkable type, which, it is claimed, marks a great advance over all of the kind that have preceded it. One of its most remarkable peculiarities is that the motor, under the action of its governor, permits of running from a moderate to the highest speed without changing gearings and without jerks. With the 10 hp. carriage, for example, it is possible to go from 12.5 to 25 miles without having to change speed and merely through the displacement of the handle of the accelerator.

All those who have tried this carriage have been astonished at the little noise that it makes, at the smoothness of its running, and at its elasticity. In conclusion, we would state that in the endurance test of last month, two of these vehicles won two blue ribbons and 100 per cent. non-stop certificates, and were the only cars in the gasoline classes under 3000 pounds which successfully carried four persons over the stiff hills of the route to Southport and return.

Electricity from Air

ACCORDING to the London Daily Mail's correspondent at Las Palmas, Canary Islands, Señor Clemente Figueras, of that place, has discovered a method of "directly using atmospheric electricity without chemicals or dynamos, and practically applying it without any motive force." Señor Figueras is said to be jealously guarding his invention, and is not disposed to say anything more about it just now than "that the only extraordinary point about it is that it has taken so long to discover a simple scientific fact." An apparatus which he claims to have constructed, is said to have generated a current of 550 volts, which he utilized to drive a 20 hp. motor. His invention is to be patented in Madrid and Berlin. Probably it is as yet too much "in the air" to be submitted to the Patent Office experts at Washington.

Endurance Contests in Prospect

IT will not be for lack of preliminary discussion if one or more long endurance tests are not held this fall. Gossip about long runs in connection comes from Chicago, Philadelphia, Boston and even San Francisco. While some of these are on their face merely nebulous dog-day prospects, for instance, the transcontinental run from ocean to ocean—which comes from Chicago—others are said to be advanced fair enough toward realization to be under serious consideration.

The most important of these is the proposed 1000-mile run between New York and Chicago. This week the Chicago Automobile Club will outline the project at a special meeting and invite the co-operation of the Automobile Club of America, the clubs en route at Rochester, Utica, Syracuse, Buffalo and Ithaca, and the National Association of Automobile Manufacturers. It is probable that in the end the American Automobile Association may be deemed the best organization to manage the trip.

American automobilists have long desired to promote a test in keeping with the advancement of the industry in this country that would bear favorable comparison with the 1000-mile run of the Automobile Club of Great Britain held two years ago, says the New York Herald. Hundred-mile runs are now considered mere day's outings. The New York-Buffalo run of last year was too short to satisfy Americans. The projected autumn run of the Automobile Club of America to Boston and return will present less difficulties than the New York-Buffalo. **There is no desire on the part of those interested in the Chicago run to interfere with the Boston journey, but merely to furnish an opportunity to owners and manufacturers who seek a severe test in the longer trip.**

Many members of the Automobile Club of America are urging the advisability of holding an endurance contest between New York and Philadelphia some time in the fall. This would furnish a good journey of about 1000 miles. The course which promoters of the scheme have in mind runs through New York, Princeton, Trenton, Mount Holly and Camden. The run, if it is held, will take any form in every way to the law, and will be arranged along the same lines as the Automobile Club of America's endurance run on Memorial Day. The members of the club are desirous of holding as many such contests as possible.

There is also much talk of the run between New York and Boston, which S. M. Butler, secretary of the Automobile Club of America, is said to be engaged in laying out the course and in making other arrangements. It is known as a "reliability run." The members of the club think this term describes the event much more accurately than does the term "endurance contest." The object, they say, is to test the practical reliability of the machines entered. The "endurance run" suggests too strongly an exacting contest with no practical view. These runs are extremely practical, the club members say, in that they show with a good deal of certainty to what extent a machine can be depended upon for touring purposes. The run to Boston will be made in five days; the distance is about 500 miles. That will furnish a century a day to be covered. It will be one of the largest if not the largest affair of its kind held by the A.

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mobile Club of America. It is expected that nearly 100 cars will be entered. The regulations with regard to speed will be as strict as were those at the endurance run on Memorial Day.

Paris-Vienna Race

DATES have now been fixed for the Paris-Vienna automobile races, as follows: Tourist contest, from June 19 to 28, and speed trial, from June 26 to 28, inclusive. Instead of a continuous run between the two capitals, the course will be broken where it enters Switzerland, or rather at Belfort, France, and will be resumed at Bregenz, Austria. The terms suggested by the Swiss officials authorizing the contest through that country were not considered acceptable by the promoters of the races, hence the elimination. The Austrian managers of the event are enthusiastic over the prospect, and have left no stone unturned to insure its success. An extensive pleasure tour has been arranged for after the conclusion of the race. Considerable disappointment is felt that the Daimler machine will not be represented in the event.

There are a number of conditions to be complied with by the contestants for the prize, and it is highly probable that no more than half of those entered in the race will be eligible to compete. According to the rules laid down by the donors of the prize, the national clubs, such as the French Automobile Club, and the Automobile Club of Great Britain, may enter a certain number of cars which must be manufactured to the minutest detail in the country which they represent. There is also a weight limit.

The Coupe Internationale will be run in connection with the Paris-Vienna race, but simply from Paris to Belfort. The English team have all Wolseley automobiles. Of the French team, M. Fournier has a Mors, M. de Knyff a Panhard, and M. Girardot a Charron.

Long Island A. C. Prizes

A REPORT, which has gained some currency, states that the Long Island Automobile Club might not award the cups won in the record trials of last November. One of the winners, who has been waiting seven months for the promised cup, is Henri Fournier, now in Paris. It was alleged that he had written frequently concerning the delay. There was also a rumor that some of the contestants would request the Automobile Association of America to take action.

To get at the actual facts of this matter, a representative of *Automobile Topics* called upon one of the officials of the club, who gave this explanation:

"The most perplexing question this club has had to deal with since its conception is an equitable adjustment of the awards in the mile record races on Coney Island last fall. As you know, some of the classes were not completed, owing to darkness, and although the club made every effort to secure a suitable course to re-run the uncompleted events, its efforts were without success.

"This spring the question was again taken up, and arrangements practically

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completed for re-running the event. In order not to detract from the A. C. meet at Staten Island, it was decided to hold these trials over until after completion of their events, but the unfortunate accident on that day has rendered the holding of this postponed event on the public highway an impossibility, and the club feels that it would be unwise to attempt to do so, even though sanction be obtained.

"It was therefore decided at the last meeting to award the cups in the completed classes and return the entry fees in the other events. These cups are ready, and will be sent out this week, together with the cups and certificates for the recent 100-mile endurance test.

"In regard to the statement that Mr. Fournier has written a number of times concerning his cup, I beg to state that the club has received no communication from him, nor do we know where to send the cup. In this connection I may state that the Fournier cup (on which award there could be no question) has been engraved and in our possession for some time, awaiting definite instructions as to its delivery.

"The delay in the club's action has not been, as suggested, a desire to save the expense of furnishing cups, as the club has felt that this would be an exceedingly easy way out of the difficulty, but not an equitable one. Had the club awarded its prizes on the basis of the completed trials, it would certainly have worked an injustice to the other participants, who were ready, but whom darkness prevented from competing. If there has been any dissatisfaction on the part of the contestants, as stated, it has not been made known to the club, and they would like to take this opportunity of thanking the disappointed contestants who have so thoroughly shown their sportsmanship in bearing with the delay so patiently in its efforts to arrive at some satisfactory solution of the difficulty.

Captured the English Premier

THERE are Englishmen who still profess to deride the American invasion as a myth, or at best as a radical day dream. Nowhere is this opinion more frequently heard than in the vicinity of Long Acre and Regent street, where dealers in automobiles are mostly to be found, as their forerunners, the carriage and harness makers, have been since the days of Queen Anne. In the strength of a signboard announcing the existence of the firm since 1700, and something, these sapient gentry will pooh pooh all references to the idea of anything American being worthy of consideration, and least of all the possibility of American automobiles finding a market in England. The picture published in this week's issue, showing the Marquis of Salisbury, Prime Minister of England, seated in an American automobile, must have been a shock to them. In this the English premier has but shown his fitness for the exalted position he holds. It takes a wise man to run the British Empire, and a wise man knows a good thing when he sees it.

An article on "The Question of Chauffeurs' Dress," recently published in *Automobile Topics*, was by inadvertence credited to the Motor Car Journal instead of the Automotor Journal, in which it appeared under date May 3.

Chicago Takes Action

CHICAGO automobilists have set a worthy example in showing to the world that reasonable restrictions are not to be feared by all true friends of the horseless carriage.

Members of the Chicago Automobile Club who violate city ordinances governing speed are to be summarily expelled. At a meeting of the organization in its rooms, 243 Michigan avenue, this week, it was unanimously resolved that quick punishment should be meted out members guilty of running counter to the city's regulations.

The meeting was called to consider the threatened action of the municipal authorities further to restrict the running of horseless vehicles.

The preamble of the resolution adopted recites that the municipal and park authorities and the press of Chicago consider the ordinances regarding motor vehicles not sufficiently restrictive, whereas members of the club believe from experience that proper enforcement of the ordinances together with the strict rules of the club for the discipline of its members affords the public sufficient protection. The resolution concludes:

"Resolved, That the Chicago Automobile Club tenders to the municipal and park authorities its moral and material support and assistance in enforcing the regulations and limitations governing the use of motor vehicles in the streets, boulevards and parkways of the city of Chicago; be it further

"Resolved, That the board of directors of Chicago Automobile Club are hereby instructed to, in this relation, promptly and impartially and without favor, enforce the penalties when invited by a member of the following section of its by-laws."

The section relating to discipline is then quoted.

President Donald said the 112 active members of the club were much perturbed over public criticism of automobile operators. He said odium had been brought upon members of the club and the drivers of motors generally through the acts of a few.

The club has 115 members, and they own about 175 autos of different kinds. The president is F. C. Donald and the secretary is W. L. Githers. Frank X. Mudd is treasurer and chairman of the House committee.

Brighton Beach Races Off

SINCE the circular of the A. A. A. calling attention to the non-recognition of Brighton Beach meeting for to-day was issued, the promoters of that affair have bowed to the inevitable. As the Association declined to grant a permit for the race, it followed as a natural sequence that no automobilists of standing would risk their future by participating therein. Hence the promoters of the enterprise have called it off. H. A. Grady, the prime mover in the affair, is reported in the Mail and Express as merely postponing the meeting till August, before which date he "expects to show the American Automobile Association that he is entitled to receive a permit, and, during the interim, he expects to perfect an association that will conform with the requirements of the national body."

American Automobile in Japan

SUCCESSFUL attempts at girdling the earth have been many since *maius* Puck enriched the English language with the phrase. But none so nearly realizes the merry sprite's ideal as the circumventing of the

by the automobile. Especially is this true of the American automobile. Since the camera, as a necessary adjunct to the traveler's outfit, has made familiar scenes in every country of the world, it is a matter of endless astonishment to the stay-at-homes to find such evidences of what is popularly supposed to be home-grown civilization in these out-of-the-way places, telephones among the Hot-tentots, phonographs among the Fiji islanders, kinoscopes among the cannibals, and automobiles everywhere.



AUTOMOBILING IN JAPAN—I.
German Sailors Watching the Start.

The latest Japanese mail brought to this office a number of snap shots



AUTOMOBILING IN JAPAN—II.
Bicycle, Automobile and Jinricksha.

by John W. Thompson, formerly of Philadelphia, is now touring the country for the Mikado for his picture. Of these a selection is given herewith. First, Mr. Thompson in his Locomobile, about to start on his trip. In the background two German sailors are seeing him. Some miles away from Tokio Mr. Thompson was fortunate to encounter a Japanese bicyclist, and within hailing distance a jinricksha, with a sturdy legged Jap in the seat.

Calling a halt, he persuaded the cyclist and the jinricksha to halt while the

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snap-shotted the three of them, a unique combination of ancient and modern transport in Japan.

Further along the road the traveler came across a Japanese fisherman, with his stock in trade slung over his shoulder on a bamboo pole, after the fashion of the time-honored Chinaman on the willow pattern dinner plates. Near by were three dainty little creatures, who might have served as models for Gilbert's "Three little maids from school." Willingly they accepted Mr. Thompson's invitation to sit in his automobile, and while both they and the fisherman were



AUTOMOBILING IN JAPAN—III.
Fisherman Jap and Three Little Maids.



AUTOMOBILING IN JAPAN—IV.
The Same Old Story, a Stone Cart Blockade,

wondering what he was going to do next, the camera snapped with excellent effect. The last scene of all in this brief glimpse of Japan through the camera shows truly the advance of civilization into that country. In passing along a narrow strip of road, Mr. Thompson found his progress blocked by the inevitable stone cart, the bane of the automobilist the world over. There was no need to hurry in taking the snap shot, though the driver of the wagon ahead, possibly fearing recognition, managed to whip up his gee-gee so that both he and the horse just got out of focus when the snap closed.



A Progressive Pittsburg Company

PITTSBURG has reason to be proud of the Automobile Palace which the Banker Brothers Company have now completed and in full running order in that city. It is claimed to be one of the most complete buildings of its kind in the country and will be seen by the accompanying illustration.

The building is 115 feet long, 60 feet wide, two stories high and has a cellar under the entire building. This gives a large floor space. There are two elevators. The repair shop is on the second floor and is 75 x 40. The paint shop, which is 20 x 50, and the offices are also on the second floor, also stock room, etc. There is also a ladies' toilet and a large shower bath and lockers. Down stairs is a sales room 85 x 20, containing only new machines. The main storage room is



BANKER BROS. CO., PITTSBURG—STORAGE ROOM, SHOWING PIT.

40 x 115. There is also a large pit 40 feet in length, lined with galvanized iron, and steps at each end, and is lighted with 15 electric lights. Twelve incandescent arc lamps light the downstairs. There is a 25-hp. Westinghouse Gas Engine and Westinghouse Generator. This supplies light, runs the shop, and it is also used for charging electric machines. The Westinghouse Company have just installed

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a most complete and up-to-date charging plant. It is entirely automatic and all that is necessary is to connect up the machine with the wiring and the entire charging of the machine is automatic. At the Company's Philadelphia store room



BANKER BROS. COMPANY, PITTSBURG.
\$11,000 Worth of Automobiles Received in One Week.

they have practically the same amount of floor space, and about the same outfit as in Pittsburg. The Pittsburg store is managed by Mr. A. L. Banker; the Philadelphia by Mr. George A. Banker, and the New York store by Mr. C. G. Wridgway. The Company has just secured larger quarters at 50 West 43rd street, New York, which gives them facilities for the storage of 40 machines. They expect that another few months will see them in a building equal to their Pittsburg establishment. They handle the Peerless, De Dion Bouton, Oldsmobile, Waverley, and National Electric, and Toledo Steam.

Mr. Wridgway reports among his recent sales in this city a 16-hp. Peerless to ex-Controller T. W. Myers, a 16-hp. Peerless to Jonathan Godfrey, president Automobile Club, Bridgeport, Conn., and a 16-hp. Peerless to G. E. Mertz, of Port Chester, N. Y.

Kentucky Falls in Line

LOUISVILLE, Ky., despite its proverbial pre-eminence as a good judge of horseflesh, is beginning to feel proud of its automobiles. According to the record of licenses issued by the Park Board, there are 36 machines in use in this city, and the dealers claim that nearly half that many more persons are negotiating for the purchase of machines.

As a class physicians are leading the way in the use of automobiles in Louisville, including Drs. W. T. Durrett, J. W. Irwin, Charles G. Lucas, John A.

AUTOMOBILE TOPICS

Ouchterlony and P. R. Taylor. Mr. John E. Roche, president of the Louisville Carriage Company, was the first resident of Louisville to own an automobile.

A partial list of the automobile owners of Louisville, and the varieties of machines which they own, includes John E. Roach, electric runabout; and H. S. Smyser, steam carriage; Henry H. Koehler, gasoline runabout; Archie M. Robinson, one electric and one steam machine; Owen Rice, steam mobile; Thomas W. Moran, steam mobile; Charles B. Lucas, electric top buggy; P. E. Allison, steam mobile runabout; Prince Wells, Toledo runabout; R. M. Hughes, Ira S. Barnett, Dr. J. F. Taylor, Dr. W. T. D. William E. Hutchings and Dr. J. W. Irwin all have gasoline carriages of Oldsmobile type. George Gaulbert and W. S. Speed have steam carriages. Biscoe Hindman has an electric runabout, and G. W. Hubley has the same variety of vehicle. Dr. A. C. Montenegro has a De Dion-Bouton gasoline carriage. James Ross Todd until recently owned a large gasmobile, which he has disposed of, and will get another still larger. Mr. Todd is one of the most enthusiastic automobilists in the city. Messrs. Rice, Moran and Welis are also known particularly enthusiastic in the sport.

Sport and Utility

Sir Henry Thompson, the eminent British medical authority, has just published a book on automobiles, in which he appears as an enthusiastic advocate of this form of exercise. He declares that the easy jolting which occurs when an automobile is driven at a fair speed over the highway conduces to a healthy agitation; it "acts on the liver" in much the same way as horseback exercise. He says the exhilaration which accompanies driving is particularly helpful to people who are somewhat enervated. Furthermore, the action of the air on the face, and the continual inspiration of fresh air, tend to promote sleep, and are an excellent aid in the prevention of insomnia.

A circular issued by Harry Unwin, Assistant Secretary of the National Association of Automobile Manufacturers, should meet with a ready response from all to whom it is addressed.

The Association desires to obtain reliable information for a Directory of Stations at which the automobile user may store his machine or stop for repairs or lubricants, and in the case of electric carriages, to have the batteries re-charged.

The stations will be classified so that a reference to the Directory will give the automobilist the information desired, at a glance.

Along with the circular are several blank forms and duplicate letters. When the recipient is requested to re-mail to any station in the vicinity, the cost of postage being chargeable to the Association.

The information asked for should insure a very complete directory of the automobile business and will be published as an official volume by the Association. In detail, the circular asks answers to the following questions: Name? State? Village, Town or City? State? Is your place of business open night and day? If not, what are your hours for business? Do you make automobiles?

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state class. Do you sell automobiles? If so, state make. Can you re-charge electric batteries? Can you supply gasoline? Can you supply lubricants? Have you a complete machine shop? If not, have you facilities for making ordinary repairs? Can you store automobiles; if so, how many at one time?

Chicago is responsible for the introduction of the automobile into politics. At a recent primary election, Alderman Honore Palmer not only used his own



BANKER BROS. CO., PITTSBURG—SALESROOM.

automobile for the purpose of escorting voters to the polling station, but also pressed into service vehicles owned by John A. King and Paul Picard. Mr. Palmer's automobile accommodated six, while the others provided seats for eight. Alderman Palmer figured that no less than 200 an hour could be voted through the use of this automobile brigade.

An automobile 'bus line is to be started in Evanston, Ill. For years past the need of 'crosstown means of communication has been felt in Chicago's northern suburb.

It has been unanimously conceded that car lines running from the east to the west side of Evanston would be a great public conveyance, and would increase

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real estate values. But a proposition of this kind, says the Evanston Observer, will not be established simply because it would be a convenience to the public. If it is established it will be because *it will pay*.

"Follow the Man from Cook's" will soon have a new significance. The world-circling firm of excursion managers propose to organize a series of automobile trips for the benefit of visitors to the Coronation. These at first will be in the nature of evening tours along the route of the Royal procession in order to afford a view of the illuminations. Later on the trips will take a wider range through rural England. The proposal, which is not lacking in enterprise, certainly bespeaks great confidence in the chauffeurs who will undertake to pilot their vehicles through the after-dark crowds in London's narrow streets.

Chauffeurs and owners of high-priced automobiles who, according to the Peoria Transcript, are wont to dash about the streets of Peoria at breakneck speed, after the fashion of their brethren in Chicago and New York, where it is alleged, that *they keep the populace constantly on the jump to save their lives and which scare horses half to death every day*, have become a problem in Peoria.

Incoherence and even faulty grammar may be pardonable when an editor is so badly scared as all that.

The million advantages of the automobile over the horse is a never-failing topic of the enthusiastic automobilist, says the Louisville Courier-Journal. As for automobiles, you are constantly told, don't scare, don't get sick and die, don't run away, don't draw the flies on a hot day, don't slip up and break their legs, don't need the attention of the Humane Society, and don't do many, many disagreeable and unpleasant things of which horses are guilty, either in the summer or winter or both.

This, from the heart of the Blue Grass region, bodes ill for "old hoss."

Mr. John A. Gauger, of Chicago, writes to the South Park Board of the city, as follows:

"I hope that prompt and firm action on their part will be taken to restrain the foolhardy and villainous actions of these chauffeurs. Three times within the last week my wife has narrowly escaped becoming the victim of a runaway because of the persistency of automobiles in keeping the wrong side of the street. I do not want to surrender my rights to a lot of brainless fools who do not know enough to drive a horse."

A chauffeur, brainless or otherwise, who persists in keeping the wrong side of the street, even in Chicago, would seem to be taking his punishment into his own hands.

The Central Trades Council at Brazil, Indiana, has taken up the cause of the striking street car employees on the Interurban and Terre Haute lines, and will establish a line of automobiles between that city and Terre Haute. The fare will

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be ten cents each way, or half the price charged by the Interurban. It will cost \$25,000 to equip the proposed line, but the labor people say they can raise the money readily.

A band of gypsies, traveling in an automobile, arrived in Mount Vernon, N. Y., this week, and went into camp at Sherwood Park. The automobile is large, and appears at a distance like a trolley car. It was especially built for the tribe. The inside is divided into three apartments, a bed-room, dining-room, and in the front is the kitchen.

The outside is painted in gay colors, the main body is finished in a rich, deep green, and the running gear is red. The whole vehicle is very brightly decorated with gold. Rich curtains drape the windows.

The chief of the tribe says that he can make 50 miles a day in the automobile if he wants to.

An automobile factory will begin business in Pueblo this week. Machinery for the plant is already placed in position, and operation with a large force of men will begin at once. A building with 752 square feet of floor space has been rented. The Hahan automobile will be the product of the new company. The firm of Klien & Greenwood is furnishing the capital.

Five hundred automobile carriages are now running in the city of Beirut, according to the report of our consul at that place. Hundreds more, he says, are in use in the Lebanon district and in Palestine. Two-seated automobile surreys of American manufacture are run to accommodate tourists between Haifa and Jerusalem. A new highway is in course of construction between ancient Sidon and Beirut, and as this is to be a level road, the consul thinks it will be well suited for automobiles. Indeed, Syria and Palestine may relatively outstrip more modern countries in the development of automobile traffic because, while they lack railroads and street cars, their carriage road systems are being rapidly developed.

The "Annuaire de Route" for 1902, published under the direction of the Automobile Club de France, has just made its appearance. It contains a great fund of information concerning the roads, cities and hotels of France, which is of special value to automobilists. It is a complete directory of hotels, good machinists, "essence" depots, electric stations, storerooms, physicians, pharmacists, custom house regulations, rules for circulation, etc.

Mr. Mark Mayhew, vice-chairman of the Automobile Club of Great Britain and Ireland, was married last week. Mr. and Mrs. Mayhew are passing their honeymoon touring through Wales in a new Panhard automobile, loaned them by the Hon. C. S. Rolls.

"The automobile, like many other recent inventions," says the New Orleans Picayune, "has come to stay; hence, despite its growing unpopularity with the

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masses, prohibitive laws are not to be thought of. Neither the people nor owners of automobiles have yet grown accustomed to the machines, hence there has been great liability to accident, both through a failure of the masses to appreciate the danger arising from the fast-moving machines as well as through the inability of the owners of automobiles to understand that the pleasure of fast movement cannot be indulged at the risk of maiming or killing pedestrians."

The Boston Model built by the St. Louis Motor Carriage Company, of which an illustration is given in this issue, is regarded by its makers as one of the best types. The original of this illustration is fitted with an 8-hp. motor, and



LOCOMOBILE TRAP AT HIGHEST POINT ON PALI ROAD,
HAWAIIAN ISLANDS.

capacity of 200 miles. Being fitted with jump spark ignition, it operates quietly and is almost noiseless on ordinary speeds. Having a self-contained engine with gearing, it stands extremely hard usage with very little care and attention. The firm are just now overwhelmed with orders and unable to make delivery for 90 days.

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

E. E. SCHWARZKOPF, *Editor.*

VOL. 4 No. 10

NEW YORK, JUNE 21, 1902

PRICE TEN CENTS

AUTOMOBILE TOPICS is published weekly, by Automobile Topics, No. 29 West 42d Street, New York. Subscription price, \$4.00 a year in the United States and Canada, or in foreign countries within the Postal Union, \$6.00 (gold) in advance. Advertising rates may be had on application.
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King Edward—Automobilist

THE excellent portrait of King Edward VII., published in this issue, is taken from the first number of "The Car," London's new automobile journal.

During the coming week, when the eyes of the world will be directed towards the historic pageant at Westminster Abbey, it may be not amiss to recall the great service England's newly crowned monarch has done to the advancement of the automobile. While it is true that the royal carriage in which the King and Queen will traverse the English capital will be drawn by its much-lauded string of cream-colored steeds, yet like the crown he will wear on the occasion, this is but a tribute to royal tradition which demands trappings and jewels as the insignia of royal authority. It almost goes without saying that during his first literal realization of the adage that "uneasy lies the head that wears a crown," King Edward in his long and tedious ride through London streets, may inwardly sigh for the freedom of the automobile, and the relief of a featherweight cap. As the crown and state carriage are essentially associated with the weight and cares of his high office, so the automobile and its accessories are the spontaneous reflex of those hours of leisure when the worries of kingship are forgotten in the privilege of being a simple country gentleman. As such, the automobile would certainly be out of place in the royal procession. To King Edward, the man, with a man's tastes and recreations, the good wishes and con-

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gratulations of the entire automobile world will go out on the occasion of his coronation. Should he be as successful in removing prejudice and promoting progress throughout the great empire over which he is called to rule, as he has been in the domain of the automobile, then indeed will his subjects have cause for rejoicing and the future historian reason to acclaim his greatness.

Nobody to Blame, But—

PROBABLY on the theory that nobody should be held criminally responsible for an act which is not criminally intended, the Grand Jury of Richmond County (Staten Island), New York, have found that nobody in particular should be held responsible to the State for the deaths of Andrew Brown and John G. Bogart, killed on May 31 by a runaway electric speed machine running under the auspices of the Automobile Club of America, and without the sanction of the Richmond Board of Aldermen.

The jury brought in a recommendation, however, that "no further speed tests of automobiles or auto-vehicles be held upon the public highways in Richmond County." In accordance with the agreement between the Attorney of Richmond County and George M. Pinney, Jr., counsel for C. Baker and Charles E. Denzer, the drivers of the speed machine, the charge of manslaughter made against them by the police was dismissed and their bonds discharged. It is understood that there will be no further criminal proceedings in connection with the accident. In the civil suit filed by the heirs of the victims, the question at issue, according to a recent decision by Justice Frankfurter of the New York Supreme Court in the case against E. R. Thomas, is whether those in charge of the instrument by which death was inflicted, exercised such caution as would be expected from a good and careful citizen.

A rather curious observation in connection with this whole matter is the unanimity with which the entire press has followed the Automobile Club of America in practically ascribing the accident to the holding of "races on public highways," in spite of the fact that in the present instance the highway had been barred to the public, and had, indeed, ceased to be a public highway *pro tempore*. Now the Grand Jury have also followed this lead in their recommendation, and people who think straight are led, in turn, to marvel once again at the ease with which the reasoning powers of the masses may be subverted by a mere play on words.

Associated Road Users

FIVE of the most influential organizations in the city are now combining in a concerted action regarding highway improvement. They were organized last week at the Century Wheelmen's clubhouse, 444 Amsterdam Avenue, as the Associated Road Users. The clubs represented are: The Associated Clubs of New York, the Automobile Club of America, the Truck Owners Association, the National Association of Automobile Manufacturers and the Drivers' Association. These five bodies voted the measure for a permanent

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and adopted a constitution and by-laws. E. V. Brendon of the Associated Cycling Clubs was chairman and Harry Unwin of the National Association of Automobile Manufacturers was Secretary of the meeting.

Chairman Brendon nominated Dave H. Morris of the Automobile Club for President, and as he was not present, a motion to leave the office vacant was carried.

It has since been learned that Mr. Morris would not accept the office. Dr. H. D. Gill of the Road Drivers' Association was elected Vice-President and Dr. E. V. Brendon of the Associated Cycling Clubs was elected Secretary-Treasurer;



INDIAN PRINCES AT CALCUTTA, IN A LOCOMOBILE, READY FOR A SPIN.

Thomas F. McCarthy of the Truck Owners' Association was elected chairman of the Committee on Streets and Highways. Harry Unwin of the National Association of Automobile Manufacturers was elected chairman of the Committee on Ways and Means. The Committee on Laws, Ordinances and Legislation and the Committee on Sign Posts, Lights and General Conditions of Streets and Highways have both yet to have a chairman elected for them, and before these places can be filled it will be necessary to have two more organizations join the body.

Clubs and Associations

A PURSUIT race will be one of the features of the Brighton Beach races which the Long Island Automobile Club will hold on August 23. The plan is to place four machines at equi-distant points around the mile track and start them by a pistol shot. The machines travel in the same direction, and as soon as a car is caught it is disqualified, and must be taken out of the race. The last operator to be caught receives second prize, while the machine that catches him is awarded the first prize.

The new plan is an even test of speed and operator's skill, eliminating the danger of one machine trying to pass another on the turns. A pursuit contest is much fairer, for it is well known that in the orthodox fashion the one starting at the pole has a decided advantage over the others. The announcement that such a race will be included in the program is certain to meet with the approval of intending contestants, as well as with all lovers of fair sport.

Automobile stories requiring a pinch of salt for their proper digestion are not infrequent; but the New York Sun supplies the needful with the following:

Eighteen club women, members of the Ray Palmer Club of Newark, went on an automobile ride on Saturday. They put themselves in the care of an auto company, and one of the women says that all the accidents that followed were because she spilled the salt at breakfast that morning. She knew something was going to happen.

The club traveled to Tarrytown in two vehicles, in one of which the lunch was stored. This one proved the fleeter, and soon left the other far behind. Three times on the road the slow auto broke down. Once it caught fire, and a farmer, with a pail of water, had to be summoned.

Later the water gave out, and a man working in a corn field was employed to cart enough to keep the boiler from going up. About a mile below Tarrytown the gasoline gave out, and the fagged and hungry women had to walk into Tarrytown. There they found that their sisters, who had ridden with the provisions, had had one or two accidents, too.

All were disgusted with autos, and with the woman who spilled the salt. The auto company paid their fares back to Newark by train, and they reached their homes late in the evening, just as a small company of husbands, parents, brothers and lovers were about to call up the New York police for information concerning 18 automobiling women.

S. M. Butler, secretary of the Automobile Club of America, is taking a well-earned vacation. He will devote several weeks to touring through Long Island, New Jersey, Westchester, and the country along the Hudson river, with the view of gathering data for an automobilists' hand-book and road guide to points near New York. Although the book will be for sale to the general public, he will prepare it especially for the convenience of the members of the Automobile Club of America. He expects to have it ready some time during the early fall. Special attention will be paid in the book to the section about Lakewood and Tuxedo.

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The committee of the Automobile Club of Bridgeport has perfected details of the proposed endurance run on the Fourth of July. The total distance will be 50 miles, and only machines owned by club members will be eligible. The contesting automobiles will report at Fairfield and Park avenues at 8 A. M., July 4th, and the first car will be started at nine o'clock. The course will be 25 miles to a point near Mianus, and return. The time for receiving entries expires June 28. Gasolene vehicles are allowed one stop for oiling or gasolene, if necessary, but cannot be adjusted in any way while standing still. Official observers will accompany each car.

Steam vehicles will be allowed three stops, the first at Norwalk, where gasolene and water may be taken aboard, and the vehicle may be lubricated, but not adjusted or repaired in any way; second at Stamford, on the return, and the third at Norwalk, on the return.

Stops for the following causes will be considered involuntary, and will not count against the vehicle: Tire troubles, stoppages by the police, to avoid frightening timid horses, to render aid in case of accident, impassable railroad crossings, road blocked by traffic.

An average speed of eight miles an hour, exclusive of involuntary stops, must be made over the whole course in order to render a vehicle eligible for a certificate. No average speed in excess of 14 miles an hour will be recognized.

Pittsburg will conduct an automobile exhibition on the Schenley track on July Fourth. The half-mile track is not fitted for record breaking owing to its short turns, but a contest has been arranged, one class for steam machines, and one class for gasolene-propelled vehicles of not over 16 horse power. Besides this, Mr. W. N. Murray, with his Winton racer, will give a five-mile exhibition, which will add greatly to the interest of the program.

Mr. P. N. French has purchased an electric surrey. This is the first machine of this style which has come to Pittsburg.

Mr. Edward Neyland has purchased an electric surrey.

Mr. George Baughman purchased a Winton automobile of the standard model last week, and after trying the machine over the boulevards for two or three hours, he drove it to his home in Mt. Pleasant. Mr. Church accompanied him.

T. P. Hamm of Chicago passed through Milwaukee on a trip in his automobile from Chicago to Delavan, Wis., accompanied by his wife, two daughters, and the daughter of a family friend. The trip from Chicago to Milwaukee was made in four hours and a half, making an average of about 22 miles an hour. In some places a speed of 45 miles an hour was attained, but poor roads near Racine greatly hindered rapid progress.

The members of the Automobile Club of Great Britain and Ireland are taking the first steps toward establishing an automobile museum at which historic motor cars and literature relating to automobiling in general, and to the early attempts at manufacturing motor vehicles will be kept.

For a National Highway

A NATIONAL highway from the Atlantic to the Pacific has long been the wish of statesmen and advocates of good roads. Practical work has now begun toward its realization. At a meeting held at the Bar Association rooms, No. 44 West Forty-fourth street, on Monday night, the New York and Chicago Road Association was organized. The formation of the association is the result of six months of negotiation and correspondence among members of various bodies interested in highway improvement.



8 HP. "BOSTON MODEL," MADE BY ST. LOUIS MOTOR CARRIAGE COMPANY.

Officers of the new body were elected as follows:—Colonel Albert A. Pope, Boston, a pioneer bicycle manufacturer, president; John B. Uhle, New York, who is president of the Highway Alliance, vice-president; W. L. Dickinson, Springfield, Mass., secretary, and A. H. Battey, New York, treasurer. The associate members of the Executive Committee chosen were Timothy L. Woodruff, Lieutenant-Governor of New York; Winthrop E. Scarritt, president of the American Automobile Association; F. C. Donald, president of the Chicago Automobile Club; Burley B. Ayres, Chicago; Thomas J. Keenan, Pittsburg, Pa., former president of the League of American Wheelmen; W. S. Crandall, Minneapolis, Minn., secretary of the Road Makers' Association; W. A. Howell, Rockville, Conn., president of the L. A. W.; Milo M. Belding, New York, first vice-president of the L. A. W., and H. L. Perkins, Providence, R. I., second vice-president of the L. A. W.

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It is estimated that fully four hundred miles of the projected route is already equipped with good roads. The scheme is to connect these roads by new ones to be built by the States, counties and municipalities on the line of the proposed highway. Local organizations will be formed which, backed by the national association, will be relied upon to secure the building of the connecting links that will complete the through direct line.

The road now commonly used in traveling to Chicago, by way of Albany, Buffalo, and the lake shores is 987 miles long. The proposed route is 850 miles long, and of this distance about 400 miles is now represented by existing good roads.

The practical character of the undertaking is the plan adopted to form local organizations to build the connecting links in the sections where the gaps occur, and this work is to be begun at once. The assurances of co-operation from counties and towns now in hand are such that a tentative route was laid out, but is subject to variation when a county or township may choose to undertake the cost of building the highway through its limits in order to be on the national highway, which some are willing to do. The course will not, however, be sufficiently deflected to cause any serious increase of the distance.

The route adopted is as follows: It starts from Fort Lee, N. J., runs back of the Palisades to Newburg, then to Binghamton, to Elmira, Corning, Olean and Jamestown, thence to Conneaut, Ohio, near the boundary line between New York and the Buckeye State, then through Ohio by way of Cleveland, Elyria and Sandusky, across northern Indiana by way of Goshen, South Bend and Hammond, and from there into Chicago.

A convention has been called for July 18 at Atlantic City, which is during the week of the L. A. W. meet there, at which good roads workers from everywhere will be invited to join and assist in the work of local organization.

This is the most definite and seemingly the most practical step toward the establishment of a national highway since the national turnpike from Washington to St. Louis, that caused such a lot of political squabbling, was begun in 1826. Vestiges of this old road are yet to be found in Maryland and in Ohio. The Mexican War in 1846 checked the work, and after that the introduction of railroads put a permanent damper on it.

C. A. Ball, formerly master mechanic of the Brooklyn Rapid Transit Company, has just completed a 60-hp. steam automobile. The machine has a four-cylinder compound engine, a 986-tube boiler 24 x 20, carries 68 gallons of water and 24 gallons of gasoline. The boiler was built at Middleton, Ohio. A feature of the machine is the grouping of all its machinery under the bonnet. The car will seat six inside and two outside, and will be used for excursions from the Waldorf-Astoria.

R. A. Rainey has just returned from Paris, bringing with him a 40-hp. Panhard, purchased from Baron Henry de Rothschild's factory. He also imported a 12-hp. Panhard, in which he made a trip from Geneva to Paris, about 460 miles, in 14 hours. Along with these two machines Mr. Rainey brings home a 20-hp. Panhard for his brother, W. T. Rainey.

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C. R. Mabley, of Smith & Mabley, selling agents for the C. G. V., leaves next Wednesday, June 25, for Paris, to secure fall and spring deliveries of Panhards, C. G. V., and other makes.

The Studebaker Bros. Manufacturing Company, of South Bend, Ind., will begin shortly the building of automobiles at its western plant, and later on a plant is to be established in South Bend, the company having acquired a large plot of ground, on which a factory is to be erected.

An advance copy of the catalogue just issued by the Winton Motor Carriage Company has been received this week. The text of the catalogue sets out to deal with only "simple and hard facts," and this it faithfully carries into effect by a concise and well-worded explanatory description of the company's productions. The little book is profusely illustrated with models of Winton machines, excellently printed, and bound in an artistic cover of the latest poster design.

Trade Notes and News

[Insertions under this caption 3 cents per word; minimum 50 cents per insertion. Payment must invariably be made in advance—in postage stamps if desired—as no accounts can be opened for this class of advertising.]

WANTED: TO INTEREST CAPITALISTS to promote invention of simple, light wire, non-puncturable, resilient, for automobile, bicycle, racing sulkey and all wheel use. Lightest weight or heaviest load. Simple, easily adjusted. Strong, light and durable. R. W. Brooks, 2411 North Calvert St., Baltimore, Md.

ADVICE TO PURCHASERS. — My business is advising prospective purchasers of automobiles as to what machine is best suited to their requirements. I have had five years' experience with all the principal makes, having made two trips to Europe for the purpose. My advice is absolutely unbiased. Write to C. W. KELSEY, CHESTNUT HILL, PHILADELPHIA, PA.

PURCHASERS for imported and domestic automobiles constantly on hand. Those desiring to sell can make quick deals. R. E. Jarrige, Yacht and Automobile Broker, 523 Fifth Ave., New York. Telephone, 6029-38th.

TWO 1901 COLUMBIA STANHOPES, in perfect condition, without batteries, \$550.00. Seely Manufacturing Co., Pittsburgh, Pa.

9 H. P. DARRACQ MOTOR CAR only imported a few weeks. In A 1 order; very little used. Extra fitted and furnished with full set of spare parts. Price, \$2,000 to first buyer. Apply, Darracq, 239 West Fiftieth St., New York.

GRAPHITOLEO Is made of pure vaseline and Dixon's finely pulverized flake graphite No. 635. As a lubricant for chains, slides, cylinders, valves, etc., of automobiles it is without an equal. We can recommend it for bicycles, gun actions and for general purposes.

JOSEPH DIXON CRUCIBLE CO., JERSEY CITY, N. J.

Stylish Automobile Costumes



Leather Knickerbocker Pants

Very stylish, with cuff on bottom. Just what you want.



This Coat

is made of the best of French Kid and is the lightest automobile garment made in America. Has standing collar and is single-breasted.

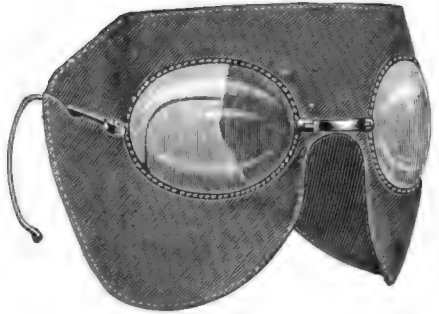
Our Knickerbocker Automobile Pants and leggings make it the most complete Summer Costume on the market.

The only correct French kid Knickerbocker. Light and pliable, which makes it the most comfortable Pants for automobilists.

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Automobile Caps

of almost any style and description of material.



Automobilists' Eye-Protectors

We have on hand a large assortment of the finest variety on the market. Silk mask, in various shades, lined or unlined. Frame is aluminio, jointed or hinged nose-piece.



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GAUNTLET IN USE.

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Our Automobile Gauntlet

is a new idea. Has proven a great comfort by fitting closely around wrist, excluding dust, rain and draughts, as well as protecting the coat sleeve, and has a stylish appearance. Made in fine Mexican kid, black or tan.

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Automobile Eye-Protectors

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This French kid

Norfolk Jacket

is the most complete and handsomest coat for automobilists' attire.

Write or Call for information.

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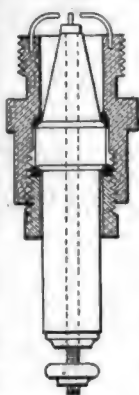
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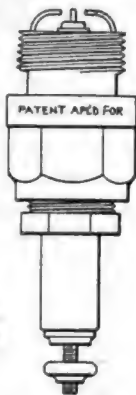


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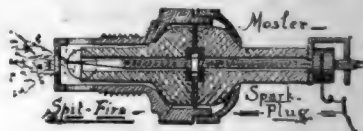
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Gasolene or Kerosene Engines



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Embraces Reliability, Durability and Simplicity
Thoroughly Protected Porcelain and Sparking
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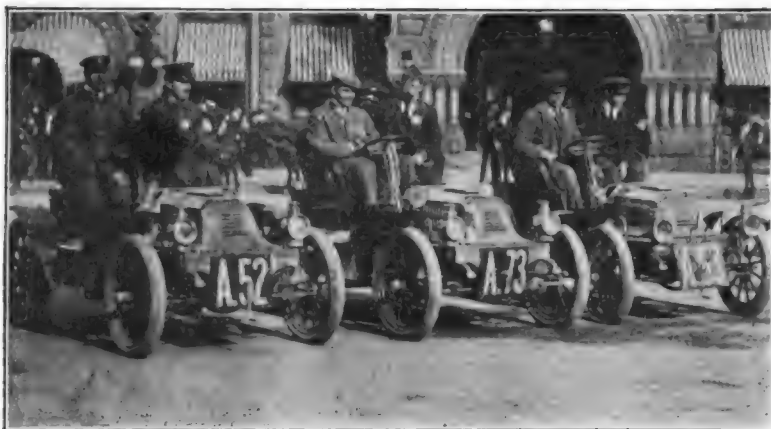
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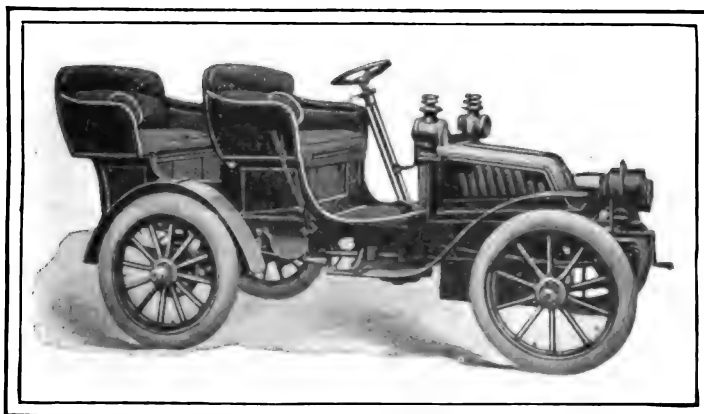
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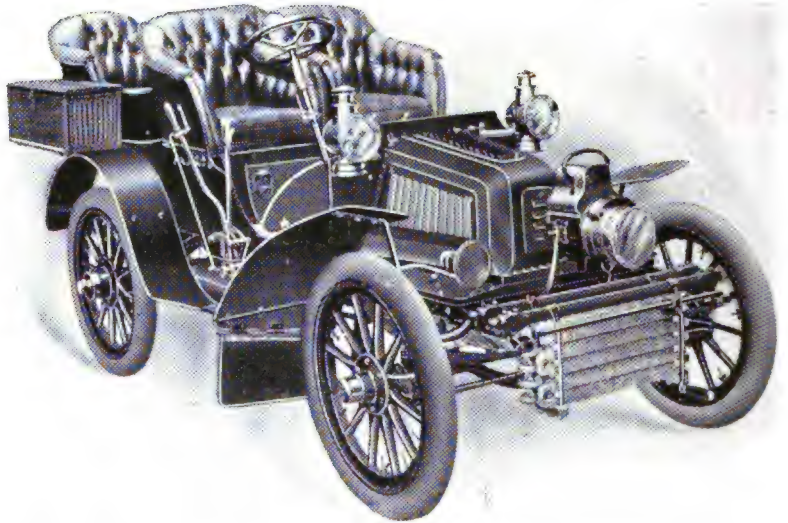
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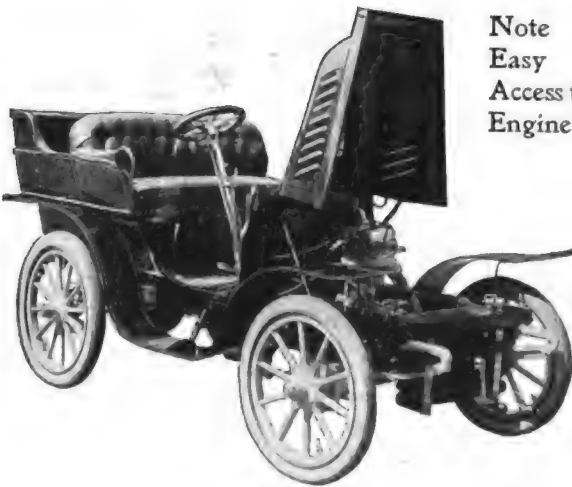
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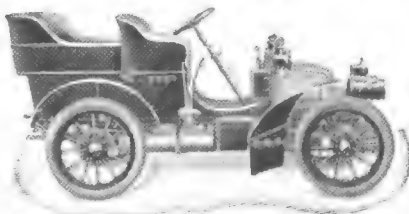
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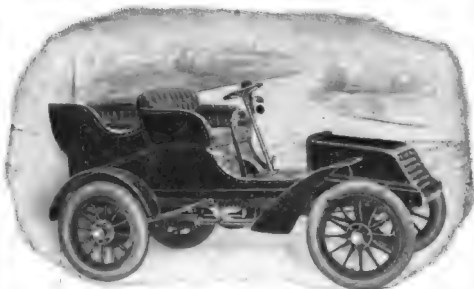
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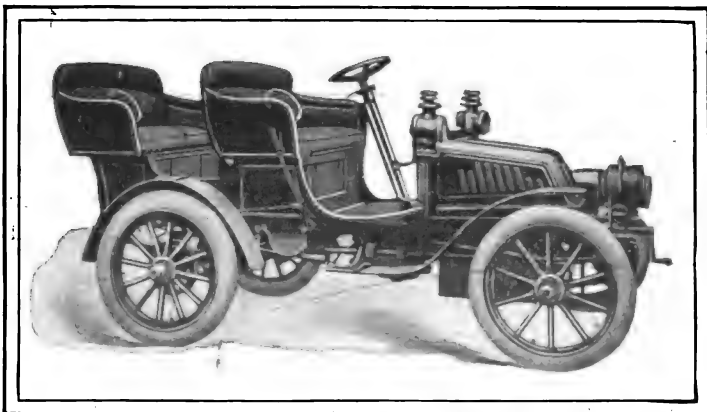
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See Account Long Island Endurance
Run, Page 536, Horseless Age

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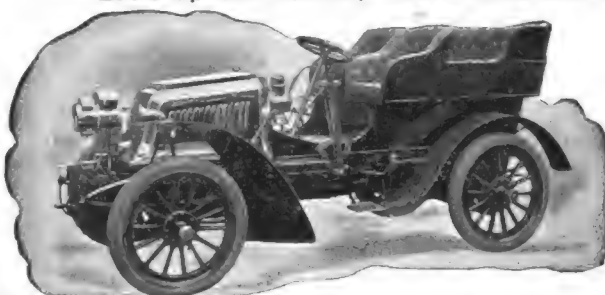
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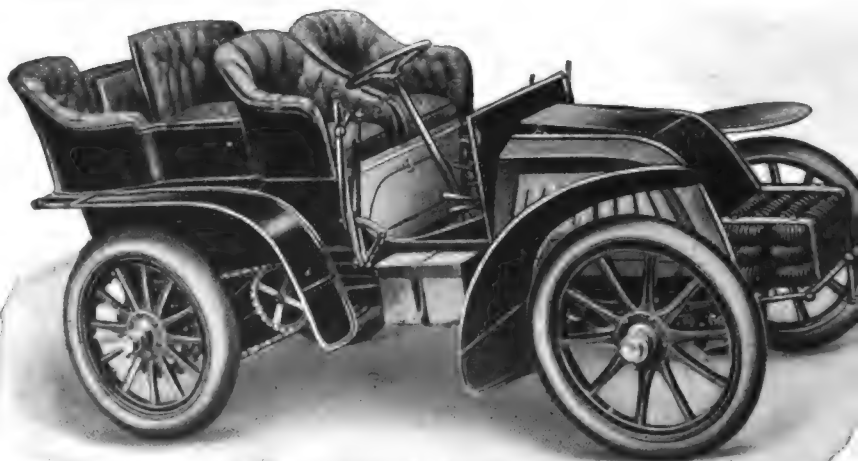
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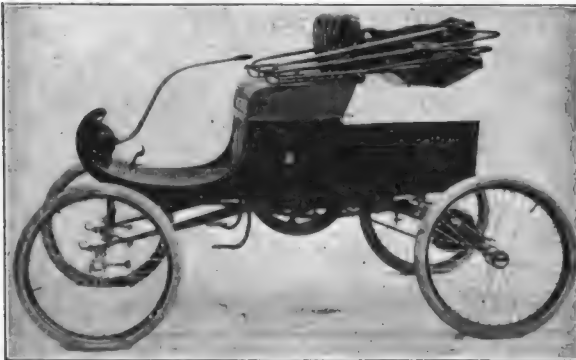
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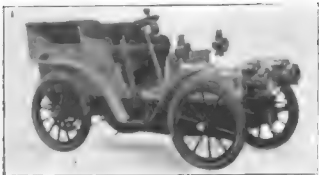
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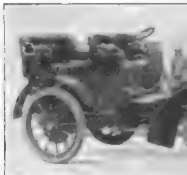


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Automobile Topics

Illustrated

VOL. IV.

JUNE 28, 1902.

NO. 11

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Automobile Topics

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VOL. IV.

JUNE 28, 1902. •

NO. 11

Saved by Automobile—Chicago's Hope

WHAT is the matter with Chicago? That is exactly what the best friends of the western metropolis have been trying to discover, and are only now beginning to learn.

When the Two-Million-or-Bust Club collided with the census taker two years ago, and instead of the promised pyrotechnic display, quietly sneaked out of business without so much as "by your leave," it hardly looked like Chicago. And when Cyrano de Bergerac was legally secured as advertising agent by one of the live real estate hustlers of the town, without a single torchlight procession or brass band parade to mark the event, anybody could see there was something wrong with Chicago. But when Prince Henry of Prussia visited the town and was allowed to go away without as much as a glimpse of the stock yards, or even a peep into a North Side beer garden, the aspect of affairs in Chicago began to look decidedly queer. Just where the trouble came in was not easy to discover. Oldest inhabitants who had watched the growth of the young giant with paternal care since "before the fire," shook their heads and looked puzzled. The times were certainly out of joint. Suggestions and nostrums out of number were tried. The old-fashioned remedy of blood-letting reduced the Chicago police and fire departments to mere skeletons. The seal pond in Lincoln Park was allowed to run dry. An underground conduit of mammoth proportions and labyrinthic design, with subterranean caves of refuge for "the gang," was mentioned in whispers as a sure panacea for all municipal evils. The river, turned loose into the Drainage Canal, became semi-transparent and almost odorless. Vague reports were even circulated of an intention to clean the streets some time in the near future. But despite all these things, Chicago was not itself.

Desperate remedies having proved unavailing, common sense was invoked. Then came the automobile. The result was surprising. Men who had grown accustomed to consider the greatness of Chicago limited to the big stores of State street, or the skyscrapers of Dearborn, were astonished to discover that there really existed a great boulevard system, hitherto regarded by them as a pre-

AUTOMOBILE TOPICS

World's Fair myth. Glimpses of green prairie lands miles beyond the radius of the smoke-laden business section, though still within the nominal city limits, brought back a measure of confidence. True it was nothing approaching the old-time confidence which had made the name of Chicago world-famous. But it was something. Men and women, hitherto content with the slow clanging of the cable cars of Wabash avenue and State street, hardly recognized themselves spinning along Michigan boulevard in a noiseless automobile. The stories they brought back of a land beyond, where smoke clouds were unknown, and the cable car gong unheard, were regarded as wild delusions by the stay-at-home majority. Fearing that a spread of this delusion might result in a wholesale exodus, the advocates of retrenchment and reform took drastic measures for its suppression. Every automobilist—man or woman—should pay a license for the privilege of seeing such unheard of wonders. Not only must they pay, but they must further undergo an examination as to their physical and mental condition, especially mental. And only after satisfying the health authorities of their soundness of wind and limb, clearness of vision, and ability to tell how many beans made five, were the possessors of these new-fangled vehicles allowed to travel along the public boulevards at a speed nearly approaching the cable car maximum.

Chicago's debt to the automobile did not, however, stop at this partial rejuvenation. Invigorated by their frequent excursions under a real blue sky, Chicago automobilists took a clearer view of life and its responsibilities. The terrors of municipal existence no longer dismayed them. Even when the assessor made his annual round-up for the discovery of taxable property, no less than 10 per cent. of the automobilists faced the music manfully, and boldly declared their possession of horseless carriages. The disclosure was astounding. That 70 citizens should own up to being possessed of automobiles in a township where the pianos and carriages listed on the assessors' books could be counted on one's fingers, was well nigh incredible. But when Chicago had recovered from its astonishment at this unheard of revelation, further reflection served to show the automobile in its true light as the great antidote for which the city had long been seeking. A simple sum in arithmetic followed the assessors' disclosure. If 70 automobilists out of 700 license holders were bold enough to declare their belongings, what was the matter with the other 630? Mayor Carter Harrison took a week's vacation to think it out. In his absence, Deputy Mayor Walker made a great discovery. The 70 he found to be, to a man, bold, dare-devil, reckless fellows, who thought nothing of showing a clean pair of heels, or wheels, to the noisiest gong clanger on a Wabash avenue cable car. The 630 were of the ordinary type of modest Chicago citizens. The trouble with them was their overweening sense of modesty. Deputy Mayor Walker, who is corporation counsel when the mayor is on deck, figured it out carefully. If the 630 automobilists were, despite their advantages, so timorous and bashful that they dared not face even an ordinary town assessor, might not that explain in some degree the mysterious malady which was sapping the vitals of the city itself. To expect the remnant of the all-but two millions similarly affected to stand up for themselves with the aggressiveness of the Chicagoan of yore, was out of the question. But how to find a remedy?

The automobile has shown the way. When Mayor Carter Harrison returns

AUTOMOBILE TOPICS

from his holiday, the corporation counsel will lay before his honor a plan whereby Chicago may yet be saved. Automobiling in every shape and form is to be encouraged. The proposed ordinance compelling automobiles to stop at the near side of every street crossing, and not to cross bridges quicker than a walk, is to be dropped, or at least vetoed. Automatic go-carts are to be introduced in the curriculum of the kindergarten. Patrol wagons are to be equipped with motors, which every copper on the force will, in turn, be required to steer the length of Archer avenue and return, or lose his job.

The situation is a desperate one, and calls for a desperate remedy. Cost what it may, the body municipal of Chicago is to be purged and cleansed of its corroding malady, bashfulness. That's what's the matter with Chicago.

Toledo "Dos-a-Dos" Model

THE "Dos-a-Dos" model Toledo Steam Carriage illustrated herewith is the product of the International Motor Car Co., of Toledo, Ohio. It is fitted with a spindle seat with a light lazyback, upholstered on both sides. The



INTERNATIONAL MOTOR CAR CO., TOLEDO, O., "DOS-A-DOS."

general specifications of this carriage compare favorably with previous models. Its standard $7\frac{1}{2}$ -hp. engine is fitted with the regular superheating Toledo water

AUTOMOBILE TOPICS

tube boiler and 19-inch burner with pilot is employed. Single lever control is used and the auxiliary water pump is operated from a steering lever. Wheels 28-inch, with 3-inch pneumatic tires.

Long Island A. C. Program

THE Long Island Automobile Club has announced a program of ten races for its race meet at Brighton Beach on August 23. Prizes to the value of \$1,600 are offered, for which all types of vehicles may contest.

Following is the complete program as announced by the club:

No. 1 (one mile heat race for vehicles under 1,500 pounds)—First prize, \$100; second prize, \$50; steam vehicles; second heat, electric; third heat, gasoline; final heat, open to all classes; winner in each class. Prizes, \$25 to the winner of each heat, \$50 to winner and \$25 to second in final heat.

No. 2 (five miles; steam class; all weights)—First prize, \$100; second prize, \$50.

No. 3 (five miles; electric vehicles; all weights)—First prize, \$100; second prize, \$50.

No. 4 (five miles; gasoline, under 1,000 pounds)—First prize, \$100; second prize, \$50.

No. 5 (five miles; gasoline, between 1,000 and 2,000 pounds)—First prize, \$100; second prize, \$50.

No. 6 (five miles; gasoline, over 2,000 pounds)—First prize, \$100; second prize, \$50.

No. 7 (ten miles; free for all)—First prize, \$200; second prize, \$100.

No. 8 (twenty-five mile lap race; open to all classes)—Five dollars to the leader at the end of each mile; \$100 to the winner of race, \$50 to the second.

No. 9 (obstacle race; open to all classes)—Fifty dollars to the winner.

No. 10 (pursuit race; open to all classes)—One hundred dollars to the winner.

There will be no prizes in case of walk-overs.

No second prize unless at least four start.

Entry blanks and full particulars can be had upon application to the Club, P. O. Box 242.

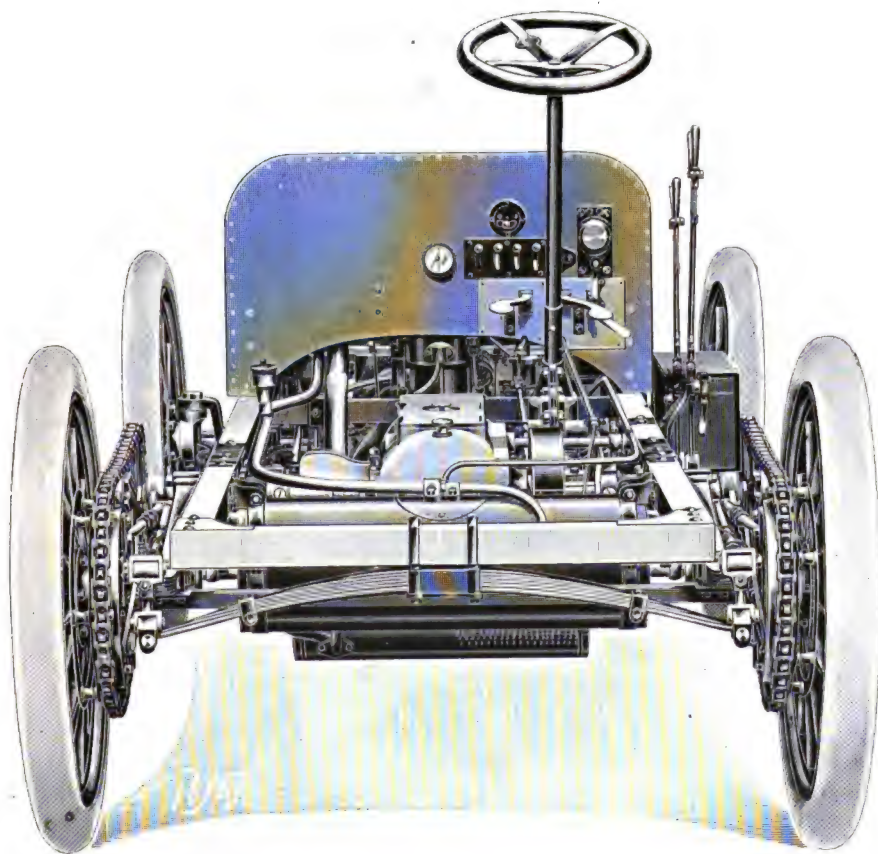
Numbers 7, 8 and 10 are the big events, in which entries are expected to be large. Vanderbilt, Winton, Hy. Ford, Britton (the Fournier-Mors 51 4/5 sec.) are among the big racing cars.

The pursuit race, which has been a great success in Australia, where the idea comes, will be a distinct novelty, and should prove most interesting.

Another point on which the management is to be congratulated is the optional rule with successful contestants to receive their prizes either in cash or in a prize plate. The absurd rule making it obligatory to take a prize in other shape than cash under penalty of being considered a professional, may well be relegated to the waste-basket.

Charron, Girardot & Voigt, Rome, N. Y.

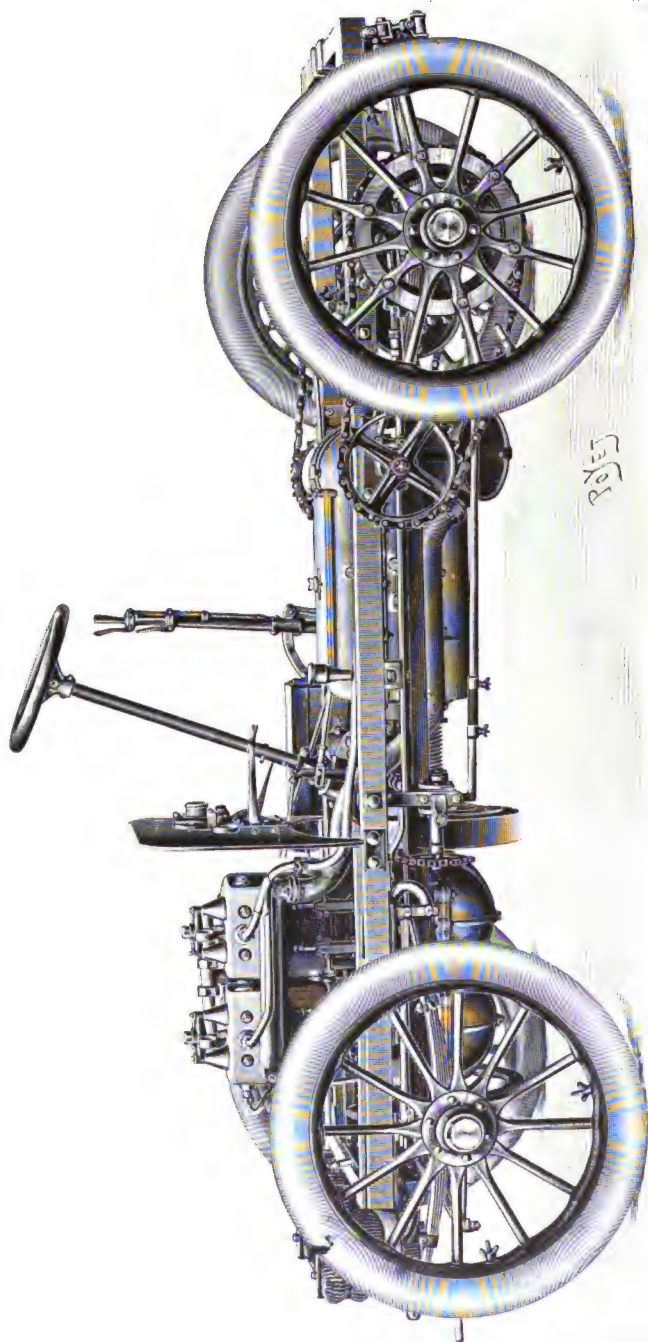
PROGRESSIVE manufacturers of automobiles in France long ago discovered that mystery is not an essential to success. The idea of "making it difficult for others to copy," which is responsible for so much secrecy, and which is still prevalent among some American automobile builders, is fast giving place to a recognition of the advantage of publicity; and the disclosure of details of mechanism is no longer regarded as something to be avoided. An instance in point is afforded by Messrs. Charron, Girardot & Voigt, whose factory at Rome, N. Y., is now turning out vehicles that fully maintain the high standard



REAR VIEW.

of the firm's international reputation. Upon a recent visit which a member of our staff paid to the firm's establishment, not only was every facility politely offered him for a thorough inspection of machines in course of construction, but full liberty also was cheerfully accorded him to publish the following details and the illustrations which accompany them.

AUTOMOBILE TOPICS



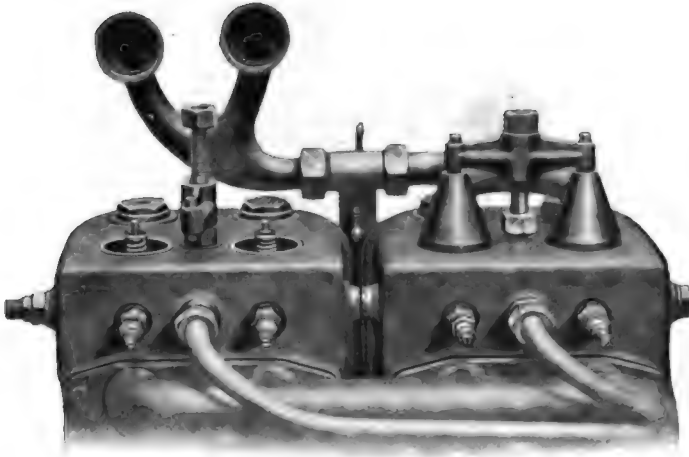
C. G. V. FRAME—SIDE VIEW.

AUTOMOBILE TOPICS

Judging from the different types of vehicles shown to our representative, the frames of the "C. G. V." vehicles can be constructed to receive any sort of carriage work, although the current type adopted by the house is designed for bodies 2 meters (6.56 feet) in length by 85 centimeters (33.4 inches) in width. The length is estimated from the dashboard to the rear extremity of the frame.

Vehicles in the form of coupés, berlines and cabs are constructed with the motor either in front or under the seat; but, if a carriage as compact and short as possible be desired by the purchaser, the form with the motor under the seat is indispensable.

Let us recall the fact that every automobile carriage comprises two parts, which are absolutely distinct, viz., the frame and the body. The frame includes the wheels provided with tires, the springs, the axles, the motor, all the mechanical parts and the water and gasoline tanks. The various parts that go to make up



MOTOR.

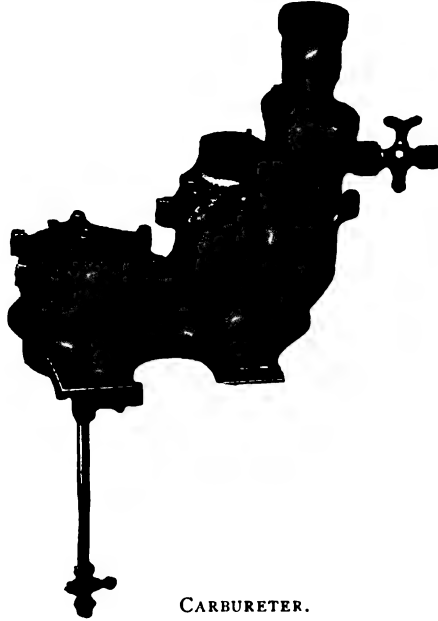
the frame of the "C. G. V." carriages are shown in the first view herewith. In the rear will be seen a transverse spring, which, being connected with the side springs through a quadruple joint, assures exceptionally easy riding. Upon the dash-board will be remarked the water gauge and four handles for regulating the air, the circulation of the hot water of the carbureter, the lead of the spark and the admission of the gas. Beneath will be seen the contact-piece of the accumulators, and, to the extreme right, a voltmeter for permitting of ascertaining the energy of the batteries at any moment.

The second figure shows the front axle with pivots provided with double ball bearings, the radiator and the motor. This axle, as well as the rear one, is forged from a special steel, and, while presenting a very light aspect, presents great rigidity and resistance to shocks. The motor is shown in front view with the carbureter to the left. The admission pipe is cleverly concealed and termi-

AUTOMOBILE TOPICS

nates at the top of the motor in the movable admission couplings designed to lead the explosive mixture to each cylinder. The pipe observed in front of the motor is designed for the circulation of the water that heats the carbureter. Let us remark just here that the "C. G. V." motor is not, as usually the case, involved in an entangled mass of pipes, wires and rods that necessitate the dismounting of everything in order to tighten up or replace any minor part.

Finally, this view of the frame shows the ingenious arrangement of the regulator of the admission and exhaust pipes, as well as the location of the pump for the circulation of water.



CARBURETER.

The plug of the water tank is concealed in the bottom of the floor in front, and is so arranged that the carrying of a funnel may be dispensed with. All that has to be done in order to effect the filling of the tank is to raise a small trap in the floor.

The characteristics of this motor may be summed up in one word, viz., simplicity.

This does not exclude the improvements, which may be judged of from the following brief enumeration:

The setting in motion is effected through an automatic starting-gear;

The regulator of the exhaust, reduced to its simplest expression, does away with the tappet-cam and the helicoidal-cam;

The carbureter, which is constructed upon an entirely new principle, assures constant carburetion, whatever be the velocity of the gas, which corresponds to that of the motor, and permits the latter to be run at from 40 to 1,500 revolutions per minute;

AUTOMOBILE TOPICS

The exhaust takes place through a single pipe, having a diameter nearly double that of the aperture of the valves;

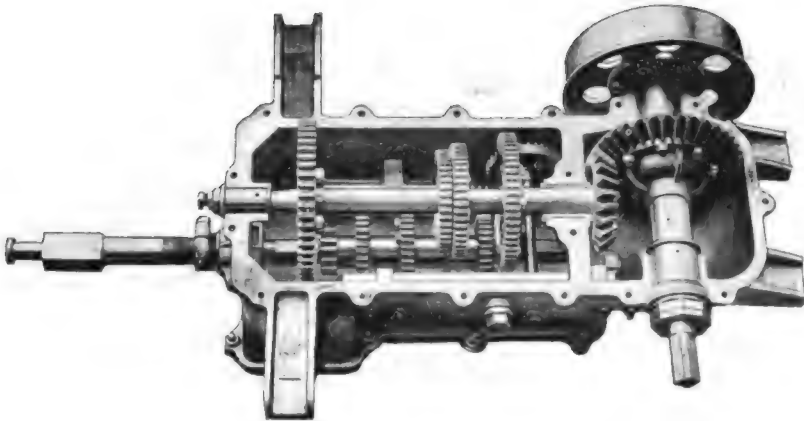
The admission is so arranged that it is possible to inspect or replace the inlet valves in two seconds, while in most other types such an operation would require about twenty minutes;

The circulation of the water, which is rationally established, guarantees the perfect cooling of the motor;

The lubrication, which is performed with regularity according to the velocity of the motor, occasions no fouling of the valves, owing to the mode of regulation employed;

Finally, the joint of the explosion chamber is dispensed with.

In order plainly to show the manner in which the admission valves may be inspected or changed, we give herewith a figure of the upper part of the motor. To the right may be seen two pipes connected and coupled to the admission pipe and held in place by a bridge. To the left may be seen the bridge unscrewed and turned vertically so as to permit of raising the two pipes.



SPEED CHANGE.

In order to expose the two admission valves, it suffices to unscrew, by one or two turns, the nut of the bridge as well as that of the coupling of the admission pipe.

It will be seen that the position of the ignition tubes is well chosen, since, at the moment of admission, each tube is cleared by a current of carbureted air.

The carbureter presents a most important improvement. In order to assure a constant carburetion, there is arranged around the diffusion chamber a pocket that permits of the circulation of a current of hot water coming from the motor.

As well known, the cold produced by the suction in the carbureter is so intense that the latter is in winter covered with ice. From this may be easily judged the value of the above-mentioned application, the double result of which is the reheating of the carbureter and the cooling of the water of the motor.

AUTOMOBILE TOPICS

The starting and stopping gear has been notably simplified. The operation is so gentle and easy that even a child can effect it with the pedal without difficulty.

Nothing is easier than to reach the gear spring if it becomes necessary to relax or tighten it.

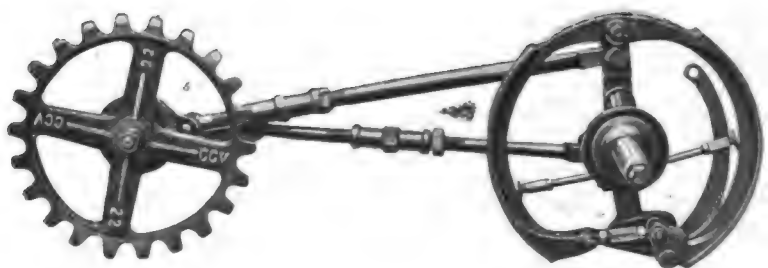
All thrusts upon the shaft of the motor are abolished, and this represents the most important progress.

Four speeds and reversal of motion; the bevel gears always in engagement; the notches of the controller of speed in the gear box; the ball bearings which the bevel wheel of the differential is provided: such are the principal characteristics that characterize the gear box.

The shaft of the differential transmits the power of the motor to the wheels through the intermedium of gimbal joints that assure a perfect transmission and prevent any gripping or torsion, and, consequently, any waste of power.

The shafts that carry the sprockets are mounted in pillar blocks and supported with ball bearings.

The transmission from the sprockets to the hind wheels is effected



REAR BRAKE.

by two chains that engage with chain wheels, which are themselves secured to the hind wheels by means of very small columns. These latter are made adjustable in order to assure as close a connection of the wheels as possible, and to prevent any torsion. On another hand, the brake pulleys are integrally formed with the chain wheels, so that the brakes may operate under the best conditions possible.

As shown in the accompanying figure, each hind brake is absolutely independent of its wheel. This permits of dismantling and remounting each brake without the necessity of regulating the brakes.

According to the inventor, the characteristics of these arrangements for the play of the brakes are the following:

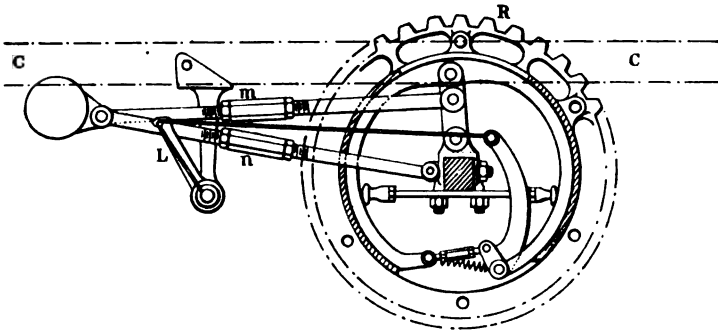
First: The resistance of the tension rod, *m*, occurs in a plane vertical to that of the attack of the chain. The section of the axle can therefore be reduced and the overhang met with in too many carriages is thereby avoided. When the brake is put on, the chain tension rod, *n*, works by friction. The brake tension rod works by compression, and the axis that connects

AUTOMOBILE TOPICS

two rods works by shearing. The result is that the supports of the chain sprockets receive no other stress than that very negligible one, which results from the difference between these two contrary stresses, while that, in the majority of the systems adopted, the supports receive the two stresses combined. Moreover, the axle, the chains, the brakes, and even the tension cords, act around the same center, which is the axis of support of the chain sprockets; so that, upon a passage over a paving stone, no gripping can occur. Finally, to mention another interesting detail, the wheels can be dismounted without deranging the regulation of the brakes, which act absolutely with the same energy in running backward as in running forward.

The differential is called also the foot brake, and is the one that is most used. It consists of a drum formed integrally with the shaft of the differential, and of a steel ribbon to which is secured a cast-iron ribbon which rubs progressively as soon as a pressure is exerted upon the controlling pedal. A set spring prevents the ribbon from touching the drum, as soon as the pressure is removed from the pedal of the brake.

The ignition is effected by electricity. The energy is furnished by two batteries which may be used alternately, and which are inclosed in the same box



FOOT BRAKE.

upon the right side of the frame. The coil is placed on the left side and just in front of the carriage step.

The wires are insulated and enclosed in an aluminum tube up to their point of attachment. As the use of tubes has, up to the present, given universal satisfaction, the house has adhered to them.

We give herewith a diagram of the electric sparking.

What we have endeavored to show in the course of this brief article is the number of improvements in detail that render the "C. G. V." frame absolutely remarkable and well justify the preference that purchasers accord it.

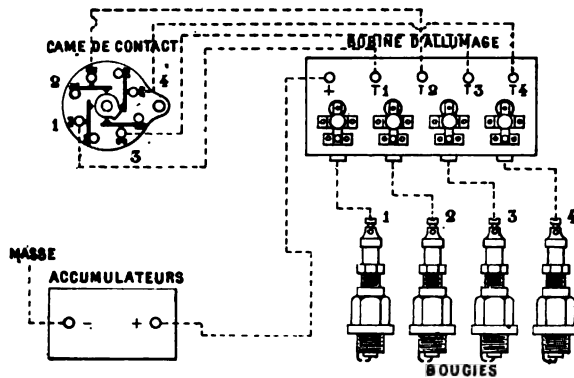
If it is a question of starting, the maneuver is of the simplest character, since, no matter at what point the crank may be, the motor is thrown into gear as soon as it is turned.

If it is a question of the exhaust, a glance shows the neatness of the arrangement that assures the rapid and direct escape of the gases and leaves all the parts of the regulator disengaged. Each bridge that fixes the admission pipes may be utilized in both directions.

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The housing of the motor, the covers of the accumulator and coil boxes and the doors of the tool box are fixed by a very simple, rapid and practical mode of attachment. It is possible to detach or replace the housing of the motor in three or four seconds, while such an operation consumes more than five minutes in the carriages of other makes.

An arrangement for throttling the admission permits of varying the velocity of the motor from 40 to 1,500 revolutions a minute. If it becomes necessary to ascertain the energy of the batteries, all that has to be done is to exert a pressure upon a contact, when the voltmeter will immediately reveal their condition.



ELECTRIC SPARKING.

In order to prevent the unpleasant noise made by the signal horn upon the steering handwheel, the house, in casting the arms of the steering wheel, provide it with a flat support designed as a substitute for the half-collar generally used for the horn.

If it be desired to know the number of the teeth of the sprocket, there is no necessity of soiling the hands by counting each one, since all that has to be done is to read the figure stamped, which gives the number at will.

The collars that secure the rubber couplings to the water pipes are very ingenious. All that has to be done is to screw up or unscrew a thumb nut, when the collar will make one revolution and a half so as to form a spring that tightens or loosens the rubber pipe, according to the direction in which the nut is turned. In the ordinary collars, it requires two keys, which are maneuvered with difficulty, in order to prevent the head of the bolt from turning at the moment at which the nut is screwed. The brake shoes are secured in such a way as to prevent them from making a disagreeable noise.

In the gear boxes, the quantity of oil necessary for the lubrication of the wheels is used in part for the lubrication of the bearings, but, in order to prevent the particles of iron that it may contain from causing the bearings to gripe, a small sieve is placed above the latter. In fact, there are but two lubricating pipes in the entire carriage, and these are flexible and may be replaced instantaneously.

The wheels, springs, friction clutches, balls, etc., are all interchangeable.

The principal plate of the front spring on the right side is just as good for the transverse spring or for the hind springs, since it has the same power, width, length and flexibility.

Paris-Vienna Race

IT has now been definitely decided that the Gordon Bennett Coupe International shall be raced for at the same time as the Paris-Vienna contest. The organization of the one will be utilized for the other, which would seem to indicate that the Automobile Club of France has for the present abandoned the Paris-Bordeaux race, at least till the end of July or beginning of August.

The Gordon Bennett race will be over the Paris-Belfort course. Two teams as yet have entered for this contest, France and England. So far the French team has an unbroken record of victories to its credit. This year's team will be composed as follows:

Girardot, winner of the Gordon Bennett Cup in 1901.

Henry Fournier, winner of the Paris-Bordeaux, 1901; winner Paris-Berlin, 1901, and who will make the coming race in his Mors machine, which has hitherto landed him first in every contest.

Rene de Knyff, one of the winners Paris-Berlin, 1901.

As substitutes for these there will be Etienne Giraud, Gilles Hourgieres and Maurice Farman, the last-named the victor in the recent alcohol races of the Circuit du Nord. It was originally intended to place him among the contesting trio, but he gave place to Rene de Knyff.

Three Wolseley cars will represent England's effort at capturing the Gordon Bennett Cup. Mr. Montagu Graham White will represent the Wolseley Company, and Callan, one of the firm's employees, will steer another machine. The dates of the race, June 26, 27, 28 and 29, prevent most English drivers from competing; it demands the enthusiasm of a Rolls or an Edge to forego a national event, such as the coronation, in favor of an automobile race, even when it is one of the first magnitude.

For the Paris-Vienna race there are already 182 entries, a formidable total. Of these the great majority are French, but in addition to the English vehicles taking part, there will be a few from Belgium, and possibly one Italian. It is a matter of regret that no German automobiles have been entered, as it was hoped the Cannstadt firm would have seized the opportunity to test their machines against their French competitors.

Among the entries is Tod Sloan, the American jockey. "Will he realize upon his steam mount (chevaux-vapeur)," asks a French paper, "the glory which attended his success as the rider of the horses of Monsieur de Buffon?"

Some competitors, including Mr. Vanderbilt and M. Cormier, had a preliminary run on the course for the purpose of reconnoitring, and have agreed that it is a wonderfully good road for record breaking, especially between Nogent-sur-Seine and Troyes, and between Troyes and Bar-sur-Aube.

The tourists' sections of the Paris-Vienna race, which started on Thursday and Friday, expect to arrive in Vienna June 28, the same day as the race proper, which started June 26. The cheerful announcement is made that Doctor Baron Henri de Rothschild will follow the race with an automobile equipped as a hospital ambulance.

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AUTOMOBILE CLUB OF BRIDGEPORT AT ST

AUTOMOBILE TOPICS



PARK, BRIDGEPORT, CONN., MAY 30, 1902.

Chicago 100-Mile Endurance Race

ARRANGEMENTS are now completed for the 100-mile non-stop endurance test to be held by the Chicago Automobile Club, Saturday, July 12.

The time for receiving entries will expire at 6 P. M., July 7, 1902; but an extended time limit entry may be had until 12 M., on Wednesday, July 9, by paying an additional \$5 besides the ordinary entrance fee of \$10.

All entries must be accompanied by the following information in full:

Weight of vehicle, including fuel, supplies and equipment; water capacity; gasoline capacity; name of manufacturer; place of manufacture; make and size of tires; number of passengers the vehicle is to carry; motor power; rated horsepower of the motor; number of cylinders, bore and number of revolutions at normal speed.

For electric vehicles, weight of battery, number of cells and ampere-hour capacity.

The contest will be open to all classes of self-propelled vehicles made in the United States or abroad, so constructed that at least two passengers are carried, seated side by side; but no manufacturer, agent or private owner shall be allowed to enter more than three vehicles in any one class.

The classification will be as follows:

Class A. Gasoline vehicles to complete the 100-mile course without a stop.

Class B. Steam vehicles divided into two sections, as follows: (I.) Steam vehicles to complete the 100 miles without stopping. (II.) Steam vehicles to complete the 100-mile course with four stops. The first to be at Wheeling; the second to be at Libertyville; the third to be at Waukegan; the fourth to be at Highland Park (or any place where it is necessary for steam vehicles of this class to add water or gasoline), where gasoline and water may be taken on board the vehicle, and also lubricated but not adjusted or repaired in any way while it is standing still.

Class C. Electric vehicles divided sections, as follows: (I.) Electric vehicles to complete the 100-mile course without stopping. (II.) Electric vehicles to complete the 100-mile course with one stop at Waukegan, where batteries may be replaced, but the vehicle not adjusted or repaired in any way while it is standing still. It is understood that entrants of electric vehicles shall provide their own batteries and have same at above designated points with attendants to place same in car.

There will be no restraint as to the operators of vehicles, but no change of operators will be permitted after the start is made. The club will provide luncheon for operators and official observers, also drinking water.

Vehicles shall carry at least two passengers, one of which shall be the official observer appointed by the club. The official observer must sit beside the operator.

An average speed of 8 miles per hour, exclusive of involuntary stops, must be maintained over the whole course to render a vehicle eligible for a certificate, twelve and one-half hours being required in which to cover the entire course.

The maximum speed limit shall be 15 miles per hour and the minimum, 8 miles per hour.

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To prevent excessive speed, vehicles will not be permitted to arrive at and pass the control points before the expiration of the time set forth in the following schedule, and to better enable the drivers to keep the car within the speed limits, the 100-mile course will be divided into six controls, at a distance of 15 miles apart. Between each control, at 5 and 10 miles respectively, will appear a white banner. The control point itself will be designated by a red banner. With this system it will enable the observer as well as the driver to control the speed, so as not to pass the control points sooner than the specified time. Itinerary worked out for these controls will be as follows: Starting from the club house, the time for the first control shall be 1 hour and 15 minutes; from the first to the second control, 1 hour; and one hour between each two controls to the sixth. From the sixth control to the finish, which will be only 10 miles, 1 hour, making a total of 7 hours and 15 minutes for the entire course, which time must not be exceeded by any car. In case of a speed more than this, or in case of a car finishing before this specified time, by such act it disqualifies itself.

Detours to avoid arriving at the control point before time will be counted as stops.

The start will be made at 9 A. M. sharp, from the club house, at 243 Michigan avenue. The route, marked with red arrows, will run north to Waukegan, over the Des Plaines River road, and return south over the Sheridan road to the club house without stopping.

Every vehicle driven by an explosive motor will have its water tank and gasoline tank filled at the time of the start. On the return of such vehicles at the finish in Chicago, the gasoline tank will be refilled, and the amount of gasoline required for such purpose accurately measured and recorded. Every vehicle driven by steam shall at the start have the gasoline and water tank filled full. At Wheeling the water and gasoline tank will be filled full, and a record kept of same; same at Libertyville, same at Waukegan, and same at Highland Park. On finishing the run at Chicago, the water and gasoline tanks will again be filled full, and a record kept of the same. This governs steam vehicles of any class.

The club will furnish the necessary gasoline and water required to fill tanks at the points mentioned, and will have a corps of assistants to quickly do the filling, so that no unnecessary time will be lost to the driver. By this method an accurate record will be kept, and the amount of gasoline used by vehicles driven by an explosive engine and the amount of gasoline used by vehicles driven by steam.

A stereopticon lecture will be given at the club rooms on Friday evening, July 11, at 8 P. M., describing in detail the 100-mile endurance course, showing the many control points, the turns, and general road conditions.

Automobile Club of Bridgeport, Conn.

THE double-page picture which *Automobile Topics* presents this week shows a delegation of the Automobile Club of Bridgeport at Seaside Park, Bridgeport, on May 30. On that day this club formally opened the automobile season with a club run, in which a score of vehicles took part. There was a parade

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of the principal streets, the procession stopping long enough at the park for a photograph taken. President Godfrey is seen in a Long Distance machine at the extreme left, carrying the pace flag.

The run ended at Greens Farms, where the machines lined up to start the vehicles in the Automobile Club of America's 100-mile endurance run. The Bridgeport Club promises to be active and enter this season. At the June meeting nine new members were admitted, among them being President S. T. Davis, Jr., of the Locomobile Company of America. A 50-mile endurance run to Mianus, and return, has been arranged for members only, to take place on the Fourth of July.



THROUGH AN ARIZONA DESERT—A LABYRINTH OF CACTUS.

The club recently petitioned the common council to improve certain streets which were in bad condition. The street and sidewalks committee was organized over the ground by the Automobile Club, with the result that the thoroughfares were speedily put in shape. The club has also taken a stand against excessive speed, and has passed resolutions to that effect.

This club was organized in the fall of 1900, with 25 charter members; its present membership is now double that figure. The officers are: President, Charles Godfrey (Long Distance); vice-president, A. K. L. Watson (Locomobile); secretary, F. W. Bolande (Long Distance); treasurer, J. B. Cornwall (Locomobile); consulting engineer, J. N. Bulkley (Winton); board of governors, Jonathan Godfrey (Peerless), G. W. Hills (Oldsmobile), W. S. Teel, Jr.

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mobile), and Louis Cassier (Locomobile). Other members are: David F. Read (Long Distance), C. Barnum Seeley (Mors), Thomas P. Taylor (Locomobile), Frank A. Wilmot (Fournier-Searchmont), Lewis B. Curtis (Winton), Frank Miller (Long Distance), Henry N. Sweet (Locomobile), A. N. Stanton (Locomobile), G. S. Bryan (DeDion-Bouton), Bernhard Setzer (DeDion-Bouton), Henry M. Hills (Locomobile), Charles G. Sanford (DeDion-Bouton), Dr. Sydney Bishop (Locomobile), F. C. Beach (Riker), E. V. Sloan (Locomobile), Louis Newberger, Paul Armitage, Theo. K. Hastings, S. D. Locke (Packard), Martin McVoy, Dr. W. W. Gray (Baker), W. S. Brandegee (Waverly), W. F. Singer (Reading), H. A. Budlong (Columbia), R. P. Curtis (DeDion-Bouton), Edgar Chittenden (DeDion-Bouton), Wilson Marshall (Darracq), J. B. Lyford (Locomobile), M. V. Doud (Locomobile), Charles Gilbert (Locomobile), Dr. W. B. Beebe (Locomobile), Wm. P. Hopkins (Locomobile), H. M. Greenman (Locomobile), Archibald McNeil, Jr., (Locomobile), Dr. O. L. Massinger (Locomobile), Dr. E. H. Wood (Locomobile), Dr. Ver H. Warner (Winton).

Bridgeport has the largest and best equipped automobile station between New York and Boston, and this station is the club's headquarters.

Automobiling Through a Desert

THE problem of good roads does not worry them much out in Arizona. The only difficulty is to find a road that is not quite as bad as the rest. If you can do that, you're lucky; if you can't, why you must make the best of it.



THROUGH AN ARIZONA DESERT—A ROCKY ROAD.

At Phoenix, Ariz., where the Phoenix Electric Light & Fuel Company does business, it is a matter of 26 miles across the desert between the company's office

AUTOMOBILE TOPICS

and its water-power plant. Under favorable circumstances, and with a team endowed with horse sense enough to pick its way between cactus scrub and sand ruts, the trip may be made in three or four hours.

Recently, S. H. Andrews, a reader of *Automobile Topics*, undertook the trip in his Locomobile, in company with an electrical engineer, taking along a camera, to make the trip more interesting. From a number of photos sent to this office a few are reproduced herewith, which give a good idea of the difficulties of desert travel. The intricacies of the road need no description, and no



THROUGH AN ARIZONA DESERT—A LANDMARK.

imagination is required to depict the troubles of a team picking its way among prickly cactus and over yielding sand. But the automobile, as shown in accompanying photos, cares nothing for these obstacles. On the contrary, whether the route traverse a stony hill, or a labyrinth of thorny bushes, the result is the same. The machine feels no thorn stings, and skims lightly over pebbles and sand ruts alike. And better than all, the time taken in the trip was two hours and five minutes, allowing ten minutes' stoppage to take water. As against three to four hours by ordinary team, this was a fairly good showing.

Automobiles at St. Louis Exposition

THE St. Louis Exposition of 1904 promises to eclipse all its predecessors, not even excepting the great World's Fair at Chicago nine years ago.

Since the department of transportation was organized, with Willard A. Smith as the advising chief, with Commander A. C. Baker, U. S. N., as its executive head, there is every assurance that this branch of the great show will certainly fulfill this prediction. Certainly no country in the world can compare with the United States in the magnitude and variety of its transportation developments. And necessarily the automobile industry will be well to the fore among these.

The Exposition has assigned to the building devoted to transportation exhibits the largest space of any on the ground. It is to be rectangular, 1300 by 525 feet, covering an area of 15 acres, a shape which allows every foot of space to be utilized to advantage. The façades show a most pleasing adaptation of the French Renaissance. The building combines a feeling of the magnificent exposition building and of the high-class railroad depot which prevails on the European Continent. These two essential elements are apparent throughout the structure. No industry of any kind will be better provided for in all respects than those relating to transportation.

The automobile industry will be assigned a prominent space in the building. It is expected that the largest and most complete exhibit of automobiles ever installed at any exposition will be made at St. Louis. The Exposition having been postponed until 1904, there is abundant time for the preparation of exhibits, but none too much. Early interest on the part of exhibitors will be to their advantage, and greatly facilitate the work. This department is ready to enter into correspondence with those who are considering making large and important exhibits.

Communications should be addressed to

COMMANDER A. C. BAKER,
Assistant Chief, Department of Transportation Exhibits.

Wanted—A Police Dictionary

IMPORTED French chauffeurs who hope to equip themselves for positions in America by learning the English language would do well to study the vernacular of New York police on the side.

When Mrs. C. P. Huntington's chauffeur was accosted by a New York copper with the admonition, "Aisy, d'ye moind?" of course he paid no attention. And when the helmeted custodian of the sidewalk followed this up with the advice to "Gwannow or Oi'll club the face off uv yez," the poor chauffeur simply looked ahead, saw the street was clear and drove on.

But the widow of the late railroad king had a sweet revenge when in the natural course of events she was compelled to attend at the police station where her chauffeur, François de Chasney, was charged with lèse majesté, otherwise failing to return the policeman's greeting in the customary manner.

Desk Sergeant Sullivan, who booked the charge, told the lady that her

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driver could be bailed out. Thereupon Mrs. Huntington gave her name and address, offering her Fifth avenue residence as security for the bond.

"How much is that place worth?" he asked.

"Oh, \$2,000,000 or \$3,000,000, just as you wish."

Sullivan was stupefied for an instant, but then put down \$2,000,000.

But for the rest of the evening gossip around the police station could talk of nothing but "de gazabo wot put up two millyun bond when he wuz pinched."

Somebody ought certainly to publish a dictionary of police patois.



MR. AND MRS. G. N. STANTON, LAWRENCE, L. I. IN A GEORGES RICHARD LIMOUSINE.

No Wonder They Stared

THIS good society story is told by a writer in *The Car*, London:

I was having a conversation with a charming lady motorist the other night at dinner as to the colors of cars.

During a pause in the conversation around us she said to me, "My body is painted white; what color is your body painted?"

"Green with small red lines," I replied; "it looks rather nice."

Looking up, I saw that we were being stared at by nearly everyone within hearing.

No remark, however, was made by our non-motoring companions, the subject evidently being thought too delicate to be broached during dinner.

Afterwards one of the men came up to me and said, confidentially, "What an extraordinary conversation you were having with Mrs. ——!"

And then I realized that, not being of the "elect," he and many others had thought that we were qualifying for Hanwell, or proposing to revert to the practice of the early Britons in using paint instead of woad for "body color."

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

E. E. SCHWARZKOPF, *Publisher.*

JAMES P. HOLLAND, *Editor.*

WILLIAM EARLE BALDWIN, *Associate Editor.*

WILLIAM H. MAXWELL, J.R., *Technical Editor.*

VOL. 4 No. 11

NEW YORK, JUNE 28, 1902

PRICE TEN CENTS

AUTOMOBILE TOPICS is published weekly, by Automobile Topics, No. 29 West 42d Street, New York, Subscription price, \$4.00 a year in the United States and Canada, or in foreign countries within the Postal Union, \$6.00 (gold) in advance. Advertising rates may be had on application.
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A Word to the Wise

By long odds the most interesting of the automobile trade papers is Automobile Topics, edited by E. E. Schwarzkopf.—THE NEW YORK JOURNAL AND AMERICAN, JUNE 23, 1902.

No better index to the flourishing condition of automobiling can be found than the number and prosperity of the periodicals devoted to this subject which have sprung up in the past year. In all there are now about 75 publications devoted to the interests of automobiling. There are two automobile magazines published in Russia, one in Italy, one in Spain, and 10 or 12 in France. The remainder are published in English-speaking countries. The greater part of those in the English language are published in Great Britain. The United States has two monthlies and seven weeklies.—MERIDEN, CONN., JOURNAL, JUNE 18, 1902.

THE manufacture of automobiles has long passed the purely experimental stage. As a sturdy, progressive youngster, it may already be classed with the staple industries of the century. Handicapped at its birth with a legacy of stock-jobbing inflation, the residuum of reckless speculation of the bicycle era, it has thrown off its pre-natal influence, and enters its 'teens with every prospect of a healthy and permanent future. It possesses an abundance of brains and

AUTOMOBILE TOPICS

grit, as well as a sufficiency of capital for actual business purposes.

Predestined by its very nature to occupy as important a position in the economic world as the gas burner or the steam engine, the automobile, like these two great inventions, has been the object of much hostile criticism and fierce denunciation on the part of ignorance and prejudice. This it will outlive.

The removal of this prejudice by the spread of an intelligent appreciation of the automobile, should be the aim and purpose of every paper devoted to the automobiling industry. Such has been the motto of *Automobile Topics* from its first issue. The kindly appreciation of its effort, quoted from the New York Journal above, is gratifying and encouraging. To familiarize the public with the utility of the automobile, and at the same time not to overlook the responsibilities of its possessor, is to make the subject "interesting."

As a means of advancing the interests of the automobile manufacturer, or selling agent, the advantages of an "interesting" medium will be self-evident. The end and aim of an advertisement is to attract attention. This attention may be worthless or invaluable only in proportion to the interest it excites with the reader. The big salaries paid to clever advertisement writers are a recognition of this fact. A bright, catchy advertisement will bring its author more remuneration than a whole library of dull manuscripts. Why? Simply because it is interesting, and capital is always seeking interest.

Among the advertisements in this issue of *Automobile Topics* will be found the names of many firms who are to-day laying the foundation of future mammoth concerns. As pioneers in the industry their success will only be deserved. But when that success shall have been reached, it will be due no less to the merit of the enterprise itself than to the good sense of its managers in permanently keeping their names before the public through an "interesting" medium such as *Automobile Topics*. *Verb. Sap.*

Sport and Utility

A "Prospective Buyer" who, according to his own statement, "had prepared himself by carefully studying up on text books until he had the theory of steam, gasolene, kerosene and electric motors clearly fixed in his head," complains that the attendants at an automobile show failed to increase his stock of knowledge. In an interview with a daily paper he then proceeds to unburden his conviction "that the whole automobile business, in this country, at least, is still in the rule-of-thumb stage.

"With few exceptions," he continues, "the machinery seemed designed on a hit-or-miss plan. It lacked compactness; had too many parts; was badly proportioned, and failed to take advantage of the latest improvements of the advanced French and German models, particularly in the gasolene motors. In German these have reached an efficiency of 35 per cent. of the heat units, but I doubt if there was an American model which reached as high as 25 per cent. Still we are advancing, and, as usual, in 10 years we will lead the world. When a good model automobile can be had for the price of a good piano—say \$250—\$100 down and the balance \$10 a month—the public will take hold in earnest."

A man who feels like that is hardly likely to be anything but a prospective

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buyer, even though his head were twice as full of the theory of steam, gasoline, kerosene, electric motors and things.

Roy A. Rainey, who recently returned from an extended automobile tour of Europe, in speaking of the opposition of the committee of 50 to an increased speed in this city, said that in Paris, which is automobile crazy, and where the streets are more crowded than they are here, a speed of 12 miles an hour is permitted, though automobiles frequently make 20 miles an hour without interference. Rules of the road, however, are strictly enforced, and officers promptly arrest all violators. Mr. Rainey said he was once reported for exceeding the speed limit, and was fined eight francs.

Walter Simpson, of the Ajax Motor Vehicle Co., last week drove an Ajax with two passengers up the 20 per cent. hill from the French Boulevard to Fort George and back. Inasmuch as this hill is paved with broken cobble stones, and is infrequently traversed by any kind of vehicle, Mr. Simpson deemed it a fair test for the Ajax runabout as a hill climber.

A New Jersey electric company has issued a list of charging stations in northern New Jersey. They number upward of 30, and will be increased as rapidly as possible. There is talk of an electric charging combine for the establishment of charging stations throughout the country. At any of these it will be possible for electric vehicles made by companies included in the trust to have their batteries charged for a nominal sum, while the carriages of companies not included in the agreement must pay a little more. Complaints have been many regarding discrimination in the matter of charging batteries. The actual charge should not exceed 30 to 50 cents per carriage, though it is impossible to make a mere connection at some stations for less than \$1, while at others automobilists must pay \$2. The combination is intended to remedy this evil.

Charles M. Schwab, president of the Steel Trust, has purchased from Hart O. Berg a 10-hp. Panhard, the sale being effected through the intermediary of R. G. Jarridge, automobile broker.

James A. Stillman, the banker, has purchased the 16-hp. Panhard recently imported by E. E. Britton of the A. C. A. The lamps on the car cost \$500, and are the most beautiful of any owned by a club member. Mr. Stillman also owns a 40-hp. Mercedes, with canopy top, which cost about \$20,000.

The Locomobile Company has just issued a new and attractive catalogue of its machines. The illustrations, which are exceptionally excellent, tell the story of the Locomobile's world-wide circulation better than words. Scenes in every corner of the globe are depicted with the inevitable Locomobile always in the foreground. As a treatise on the utility of steam for automobile purposes, the text of the catalogue goes beyond the province of a mere personal advertise-

AUTOMOBILE TOPICS

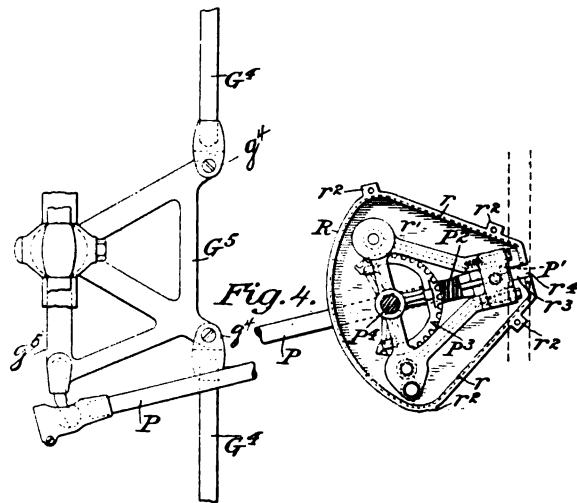
ment, and would rank as a meritorious scientific paper, with the advantage of being clearly expressed in popular terms.

Monthly auction sales of automobiles are to be a feature at Barnard's Automobile Mart and Exchange, 97 Greenwich street, City. This mart being situated within a stone's throw of Wall street, will doubtless soon become popular with business men, many of whom have been deterred from using their automobiles between their homes and their offices owing to the difficulty of finding storage during the day. At Barnard's not only will machines be stored, but facilities for charging or repairing will be provided, and expert machinists and chauffeurs will be available at all times.

Another E. V. Co. Patent

PATENT No. 702,448, granted June 17, on inventions of H. P. Maxim and H. M. Pope, and assigned to the Electric Vehicle Company, particularly covers that construction of steering connections commonly known as the gear and sector arrangement. The claims are quite broad, and an important feature of the patent is its early filing date, June 12, 1897.

It is stated that the main features of the construction covered engaged the favorable attention of foreign makers when a vehicle embodying them was shipped



DETAILS OF STEERING MECHANISM.

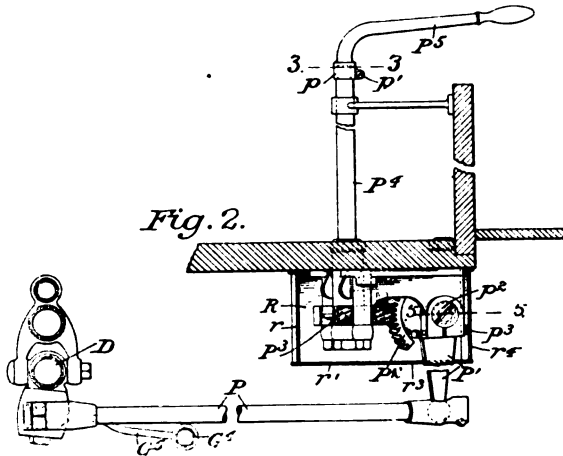
to France more than four years ago, and that these have been rather extensively copied.

Following are some of the more interesting claims:

In a vehicle, the combination with a body, a steering shaft supported upon said body and provided with a skew-gear, a second gear supported by said body

AUTOMOBILE TOPICS

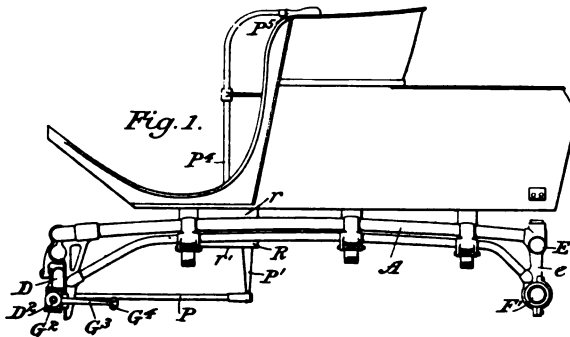
in mesh with the first-named gear, an arm carried with said last-named gear, and a link connected with said arm, of a steering frame having an arm at substantially right angles to the direction of the link, and connected therewith, with freedom



SIDE ELEVATION OF STEERING MECHANISM WITH SECTION OF
CARRIAGE BODY PLATFORM.

of movement in different directions, an axle, wheels mounted to oscillate with respect to said axle, and links connecting the supports of said wheel with said steering frame at separated points on opposite sides of a central line.

In a vehicle, the combination of a running-gear frame comprising a relatively movable axle provided with wheels pivotally mounted to oscillate with



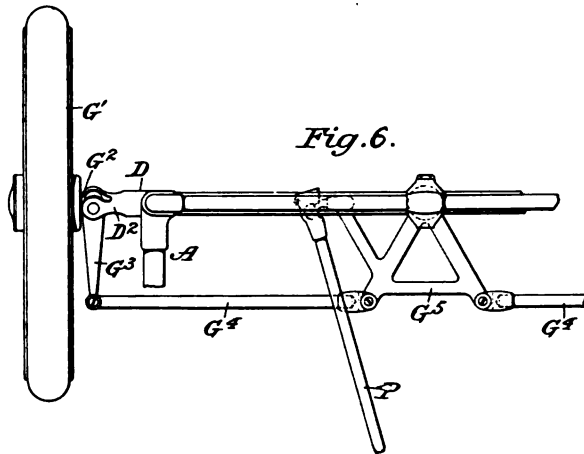
SIDE ELEVATION OF MOTOR VEHICLE—WHEELS AND MOTOR
REMOVED.

respect to the axle; a vehicle-body spring supported with relation to the axle; a steering frame pivoted to said axle on a substantially vertical axis; a steering shaft mounted upon the body, and bearing a gear, an arm adjustably mounted

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with relation to said shaft, a segmental skew-gear fixed to said arm, and meshing with the gear of the steering shaft; connections between said arm and the steering frame, permitting free movement in different directions, and connections between the steering frame and the wheels.

In a vehicle, the combination of a spring-supported body, a steering shaft and back-lock transmitting mechanism mounted upon said body, a running-gear



PORTION OF FRONT AXLE—ONE OF FRONT WHEELS AND CONNECTION WITH STEERING MECHANISM.

frame, an axle relatively movable in a vertical plane, wheels pivotally mounted to oscillate with respect to the axle, and positive, but flexible, connections between said back-lock transmitting mechanism and said wheels.

In a vehicle, the combination of a spring-supported body, a steering shaft and back-lock transmitting mechanism mounted upon said body; an axle relatively movable in a vertical plane, wheels pivotally mounted to oscillate with respect to the axle, and operative link connections between said back-lock transmitting mechanism and said wheels, having joints capable of movement in different directions, whereby positive action is secured with flexibility to accommodate the relative movements of the body and axle.

Clubs and Associations

Two automobile races are to be run at Schenley Park, Pittsburg, in addition to the bicycle races and athletic contests incident to the Fourth of July celebration.

Both Detroit and Cleveland will hold race meetings during the second week in September. The former are being managed by W. E. Metzger and Charles B. Shanks, and the latter by Charles B. Shanks and George Collister.

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The members of the Cleveland Automobile Club have announced their determination to act as auxiliary aids to the police force in the apprehension of all automobile drivers who violate the new motor vehicle speed ordinance of 15 miles per hour within the city limits. They have openly stated that they will even assist in the apprehension of their own members who may be caught violating the new law. There are something over 200 owners and drivers of automobiles in Cleveland. Of this number about 50 are members of the club.

The Automobile Club of San Jose, Cal., organized last week, will have from 35 to 45 charter members. E. T. Sterling, cashier of the Security Savings Bank, was elected president, and B. D. Merchant, secretary. A general executive committee, consisting of Frank Coykendall, Harry Bercovich, Charles Chrisman, E. T. Sterling and B. D. Merchant, was appointed. The committee will make preparations for an automobile run to be held next week.



ON THE PALI ROAD, HONOLULU.

Mr. William Hawley, who is a member of the Automobile Club of America, and the Touring Club of France, will begin next week a long summer auto tour through France, Switzerland and Italy. He goes direct to Paris, and then expects to journey through Normandy and Brittany.

The success of the Omaha Automobile Club in its initial run, a week ago, has led to a demand for a series of runs throughout the summer. The course extended out 16th street and Sherman avenue, over to 19th street boulevard, then out south over the Park avenue run, and return. The procession was headed by Captain H. E. Frederickson, one of the road officers. Among those present were: Dr. F. N. Connor, A. I. Root, J. J. Deright, Guy Smith, D. Risley, Dr. F. P.

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Straub, F. T. Crook, Carl Neiber, H. E. Frederickson, C. F. Shoewalter, G. W. Patterson and J. E. Tutsel. The next trip will be to Fort Crook. The citizens of Fort Crook have secured the Military Band at the post to give open-air concerts during the heated term, and the members of the club will be their guests while in the city.

The Chicago Automobile Club is determined to leave no stone unturned to insure the 1000-mile endurance contest between Chicago and New York, some time late in August, or early in September. The A. A. A. may be asked to conduct the affair, in which the assistance of the New York, Syracuse, Rochester, Buffalo, Utica and Cleveland clubs will be sought.

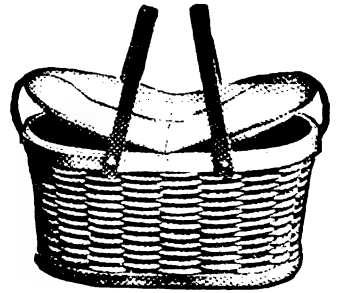
Mr. and Mrs. de Trafford Huteson, of Chicago, have planned an extended automobile tour through Europe. Last year they covered upward of 5,000 miles in their automobile, and this year they expect to do even more.

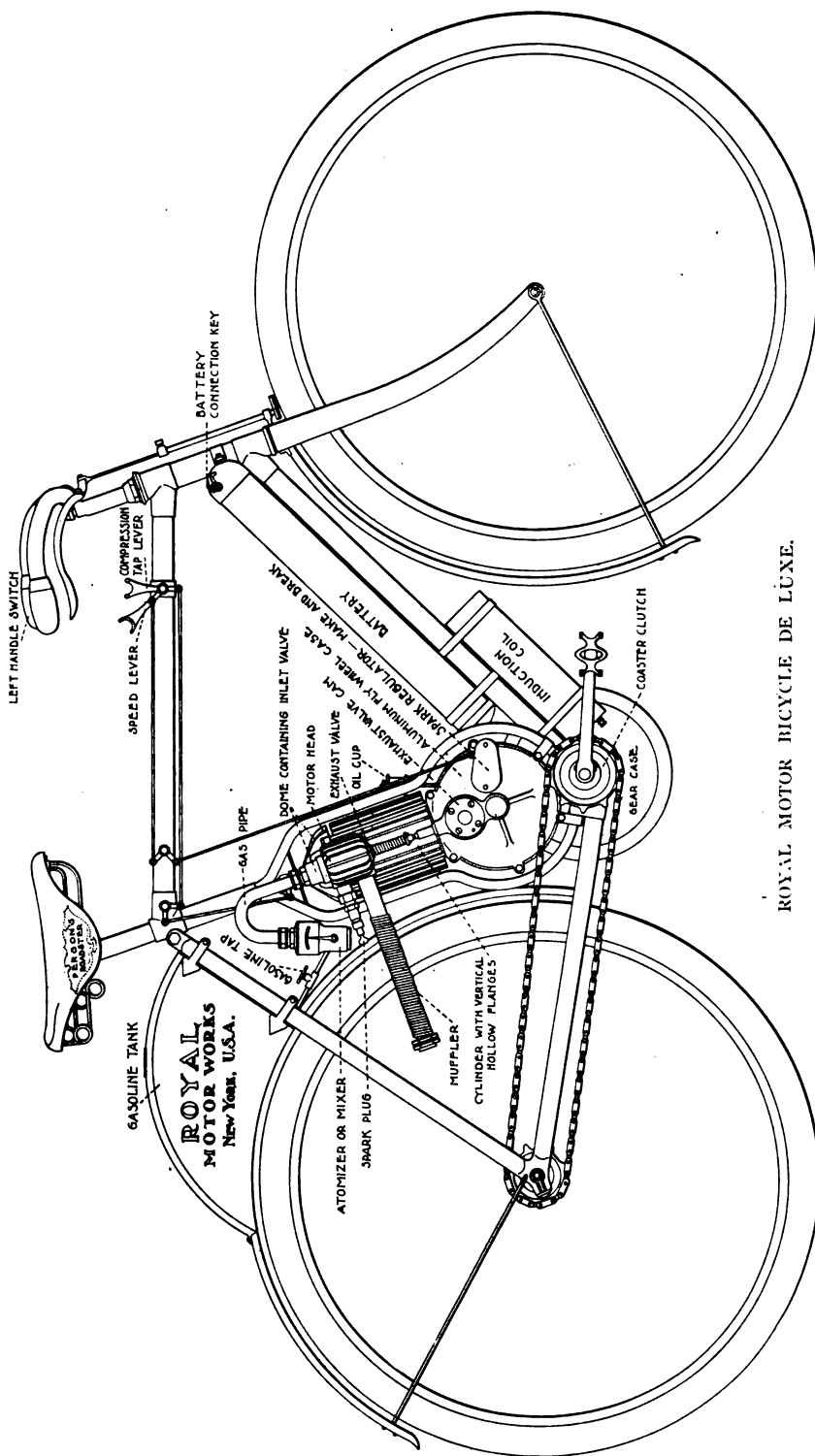
The Miller Refrigerator Basket

THERE is nothing extraordinary about it when you look at it, just a nice, comfortably large basket, with a divided lid, that opens on each side, with a strap to hold it down, and a pair of handles to carry it by. But the inside is more interesting. It is metal lined, and between the metal lining and the rattan outside is an asbestos covering, and also a layer of hair felt. At one end there is a little compartment for holding ice, removable, so it can be kept sweet and clean. The lids are also metal, felt and asbestos lined, and piped all around and between with a neat felt strip, which causes them to fit closely, preventing the escape of the cold air; and the whole thing is constructed on such principles that the apparently small quantity of ice will successfully refrigerate the contents of the basket for 24 hours, maintaining a temperature of 58 degrees; this is colder than many refrigerators, and, incidentally, the metal lining will not rust.

The basket is handsome and durable. Its outside is heavy rattan; and the top and bottom are natural wood, the top finished in hard oil, and the bottom protected by a heavy coat of paint to exclude wet or dampness. Being oblong in shape, it is good for fitting in almost any place.

On an automobile trip, after the first few hours out, the luncheons so carefully packed at home become impossible. With a Miller basket the luncheons—like a merry heart—"go all the way;" just every day "ask the man" for a piece of ice. Milk, or cooked food will not sour en route; cool butter, fresh, cold salad, iced drinks, everything packed so carefully at the start, will be found fresh, cool and crisp, no matter what the temperature may be.





ROYAL MOTOR BICYCLE DE LUXE.

The Royal Motor Works, 29-31-33 West 42nd Street, New York, claim to have the most exclusive valuable list of agents of any motor bicycle manufacturers. Substantial stocks of their machines are carried by all of the John Wanamaker and A. G. Spalding & Bros. establishments, and eight other dealers in Greater New York, as well as the H. J. Koehler Sporting Goods Company of Newark, and representative houses in all of the important cities in the East. The Royal is generally considered the Model de Luxe of Motor Bicycles.

Saving Grace in Park Row

THE New York Times is not as hopeless a case as was supposed. The heading of its automobile column this week shows that saving grace is not unknown even at that end of Park Row. Under the caption

"AUTOMOBILE TOPICS OF INTEREST"

the attention of Times readers is further attracted by a sub-head which tells of "Increasing Demand for Machines for Business and Pleasure purposes—Vehicles of Immense Power on the City Streets—Cost of Running Some Motor Carriages."

Having shown its appreciation of the truth by this ingenuous compliment to *Automobile Topics*, may we not fervently hope and pray that the Times will abandon the wicked whizzing juggernaut and all such evil associations?

Trade Notes and News

[Insertions under this caption 3 cents per word; minimum 50 cents per insertion. Payment must invariably be made in advance—in postage stamps if desired—as no accounts can be opened for this class of advertising.]

WANTED: TO INTEREST CAPITALISTS to promote invention of simple, light tire, non-puncturable, resilient, for automobile, bicycle, racing sulkey and all wheel use. Lightest weight or heaviest load. Simple, easily adjusted. Strong, light and durable. R. W. Brooks, 2411 North Calvert St., Baltimore, Md.

ADVICE TO PURCHASERS. — My business is advising prospective purchasers of automobiles as to what machine is best suited to their requirements. I have had five years' experience with all the principal makes, having made two trips to Europe for the purpose. My advice is absolutely unbiased. Write to C. W. KELSEY, CHESTNUT HILL, PHILADELPHIA, PA.

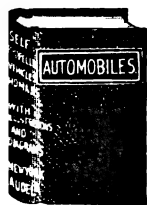
PURCHASERS for imported and domestic automobiles constantly on hand. Those desiring to sell can make quick deals. R. E. Jarrige, Yacht and Automobile Broker, 523 Fifth Ave., New York. Telephone, 6029-38th.

TWO 1901 COLUMBIA STANHOPES, in perfect condition, without batteries, \$550.00. Seely Manufacturing Co., Pittsburgh, Pa.

FRENCH TOURING CAR, 9 hp. Only used a few weeks. In good order and furnished with extra parts. Cost \$2,600. Bargain at \$1,750. Address Motor Car, 239 West 50th street, New York.

GRAPHITOLEO Is made of pure vaseline and Dixon's finely pulverized flake graphite No. 635. As a lubricant for chains, slides, cylinders, valves, etc., of automobiles it is without an equal. We can recommend it for bicycles, gun actions and for general purposes.

JOSEPH DIXON CRUCIBLE CO., JERSEY CITY, N. J.



Do You Run an Auto?

Do You Want to Understand its Workings?

"Self-Propelled Vehicles" The new book by J. E. Homan, A.M., tells the whole story. It explains in simple, non-technical language, the mechanism and management of every type of automobile. 640 pages; 500 illustrations; complete diagrams; ready reference index; a great trouble-saver. Price \$5.00, delivered. Write for booklet showing sample pages, free on request.

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63 Fifth Avenue, New York

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Larnard's Automobile Mart & Exchange

97 and 99 Greenwich Street and 62 Trinity Place (Financier Building, near Rector Street), NEW YORK CITY

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Machines charged, repaired and stored.
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Leather Knickerbocker Pants

Very stylish, with cuff on bottom. Just what you want.



This Coat

is made of the best of French Kid and is the lightest automobile garment made in America. Has standing collar and is single-breasted.

Our Knickerbocker Automobile Pants and Leggings

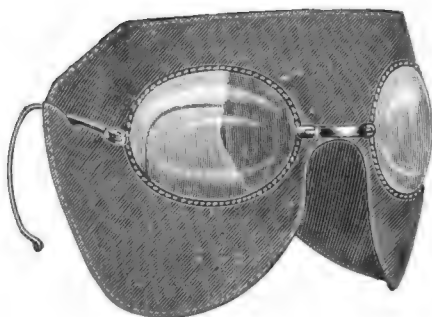
make it the most complete Summer Costume on the market.

The only correct French kid Knickerbocker. Light and pliable, which makes it the most comfortable Pants for automobilists.

We make the only correct leather weight

Automobile Caps

of almost any style and description of material.



Automobilists' Eye-Protectors

We have on hand a large assortment of the finest variety on the market. Silk mask, in various shades, lined or unlined. Frame is alumino, jointed or hinged nose-piece.



GAUNTLET.



GAUNTLET IN USE.

BEWARE OF IMITATIONS.

None genuine without above label inside of cuff.

Our Automobile Gauntlet

is a new idea. Has proven a great comfort by fitting closely around wrist, excluding dust, rain and draughts, as well as protecting the coat sleeve, and has a stylish appearance. Made in fine Mexican kid, black or tan.

We are the only house that carry a complete assortment of imported

Automobile Eye-Protectors

of every description



This French kid

Norfolk Jacket

is the most complete and handsomest coat for automobilists' attire.

Write or Call for Information.

DEMNERLE & CO.,

248 West 23d Street,
NEW YORK

LOCOMOBILE CO., San Francisco, Cal., Sole Agents for the P. cific Coast.

Mention "Automobile Topics" when writing.

FOR SALE.

A magnificent manufacturing property located at Ashland, Mass., on the Boston & Albany R. R., 45 minutes from Boston, and 1 hour and 35 minutes from Providence, R. I., by rail direct, via N. Y., N. H. & H. R. R. system; electric railways connecting with Boston and surrounding towns; consisting of 40 tenements, 180 acres of land, and 10 large granite buildings with mansard roofs, of following dimensions: One 8 stories, 170x50 feet; one 2 stories, 252x50 feet, equipped with complete steam plant; one 5 stories, 64x52 feet; one 4 stories, 120x113 feet; one 1 story, 30x40 feet; one 1 story, 224x50 feet; one 1 story, 70x50 feet; one 8 stories, 204x50 feet; one 3 stories, 128x60 feet; one 1 story, 30x50 feet; one machine shop, 2 stories, 64x44 feet, having electric lights and water power; forge shop, 1 story, 27x80 feet, with two fires. Height of rooms from 14 to 16 feet, having 185,000 feet of strong floor room and well lighted; wall and floor timbers throughout capable of supporting heavy machinery and adapted for a wide range of manufacturing purposes. A spur track connects the buildings their entire front (800 feet) with main line of B. & A. R. R. at station about 300 feet distant. This large and valuable plant will be sold in whole or in part. For further details apply to

JOHN B. ROONEY,
Walpole, Mass.

Why is it?

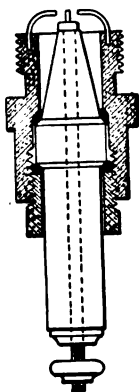
A careful compilation shows that at least 50% of all the Autos made in America are fitted with

MASON ENGINES

There must be some good reason for this exceptional record. Send a postal card for our handsome illustrated Catalogue and you will learn the answer.

THE MASON REGULATOR CO.

No. 158 Summer Street, Boston

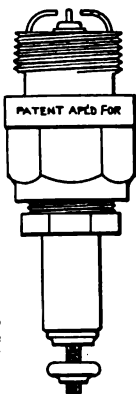


Showing Interior
and Exterior of

**SCHAUM
SPARKING
PLUG**

With Lava Tip

Allowing space so
that it is impossible
to short circuit by
carbonization.



Notice **cone shape** of Tip. Its advantages can be seen at a glance. Sparking points are of aluminoid.

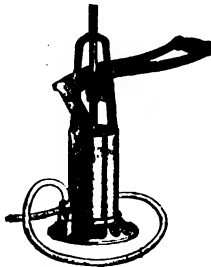
We also manufacture Motors for Automobiles and Marine purposes that can be used without a carburettor.

IMMEDIATE DELIVERIES

Parts and Accessories and Supplies for Autos and Power Boats.

**Schaum Automobile and Motor
Manufacturing Co.**

872 and 874 Park Avenue, BALTIMORE, MD.



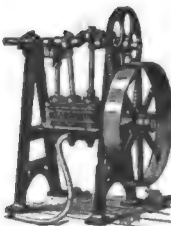
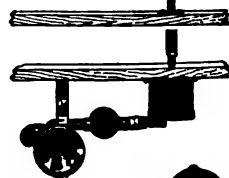
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PRICE \$12.00 COMPLETE.

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**Air Pumps
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Gleason-Peters Air Pump Co.

No. 20 W. Houston St., N. Y. C.

Mention "Automobile Topics" when writing.

The Sturdy

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AUTOMOBILES

are distinguished by the perfected DIRECT SHAFT DRIVE and ONE HAND CONTROL.

STEAM { Runabout
Touring Car } ELECTRIC { Stanhope
Surrey } GASOLINE { 4 Cylinder
Tonneau
Touring Car }



This model, the Century Steam Touring Car, won the Blue Ribbon in the Long Island Test, and has beaten in private trial, the American Steam Mile Record. Eight foot wheel base powerful and sturdy in proportion, a revelation to steam vehicle users. In our engine, two cylinders set tandem turn directly the shaft which drives through a single gear; engine and all dust proof and run in oil. No torch is used, no wind affects the fire, no levers in the way—the steering handle controls the power. Free from so-called "steam troubles." Just what you have been looking for—ready to ship. Send for catalogues.

CENTURY MOTOR VEHICLE CO., Syracuse, N. Y.

Immediate
Delivery

Buying An Automobile

Insist upon having it fitted with the
AMERICAN IGNITION OUTFIT

American Indestructible Sparking Plugs are the only reliable plugs made; guaranteed for three months against breaking down of insulation.
The American Little Giant Dynamo starts the motor without the aid of batteries.
American Coils give the best spark with the least battery consumption. Write for New Catalogue No. 8.

AMERICAN COIL COMPANY, W. Somerville, Mass.
30 Newburn Street.

N. Y. Representative, Henry R. Teape, 15 Cortlandt Street.
Western Representative, Wisconsin Wheel Works, Racine Junction, Wis.

THE APPLE IGNITERS

MR. AUTOMOBILIST, do you know that you are missing half the enjoyment of operating your machine if it is not fitted with this igniter? Does away with worry about how long your batteries will last, the jerking caused by missing explosions and you can make more miles with the



Entirely enclosed, water and dirt proof.



same consumption of fuel, if you are buying a new machine specify this igniter. Let us send you printed matter.

THE DAYTON ELECTRICAL MFG. CO.,

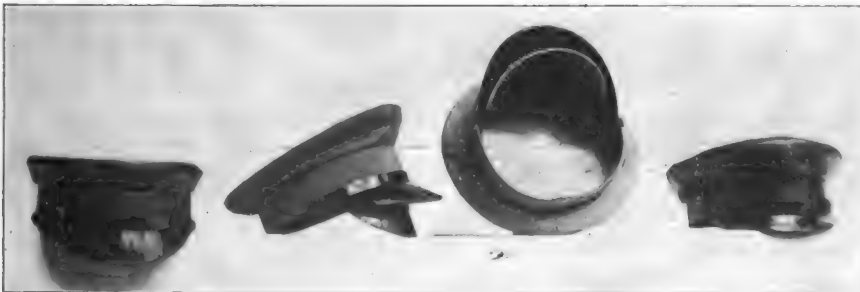
Note easy means of access. 140 S. St. Clair St., Dayton, O.
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Phila. Office The Bourse. Chicago Office, 19-21 La Salle St.
St. Louis Stock carried by A. L. DYKE, Linmar Building.

LASKY & LEVY



CAP MANUFACTURERS

20 and 22 Waverly Place NEW YORK



When not in use the wind guard can be folded in cap, without inconvenience or perception to the wearer.

We manufacture for AUTOMOBILISTS the CORRECT STYLE of CAPS of Superior Quality, in Leather, Waterproof Cravenette, Silk and Khaki Cloth, with or without Transparent WIND GUARD.

These goods can be purchased from the Leading Automobile Outfitters in the United States.

Mention "Automobile Topics" when writing.

Mr. Automobilist

lies don't use a lighted match as disastrous results may follow. Protect yourself by having in your tool kit an

EVENING STAR Portable Electric Flashlight

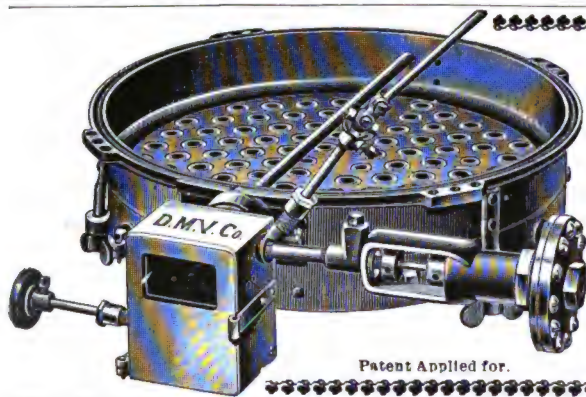
It instantly throws a light on any desired spot, and is light, cheap and convenient. No automobilist should be without it. We also manufacture a gauge glass lamp for users of steam automobiles. Your supply dealer sells it or will get it for you.

ELECTRIC CONTRACT CO., 53 Maiden Lane, New York City

You are liable at any time to have trouble on the road with your machines. To ascertain where the trouble



PRICE: No. 9, \$3.00 COMPLETE



Patent Applied for.

"The DAYTON" BURNER

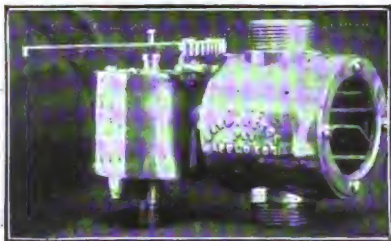
One-Piece Cast Iron Burner. Can't Warp or Leak. Will not Burn Back or Blow Out. Pilot Light Burns constantly. Generator and Pilot Light can be Attached to other Burners. Send for descriptive circular.

THE DAYTON MOTOR VEHICLE CO.

1112 East 5th Street,

DAYTON, OHIO

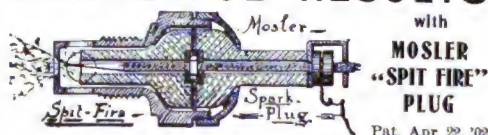
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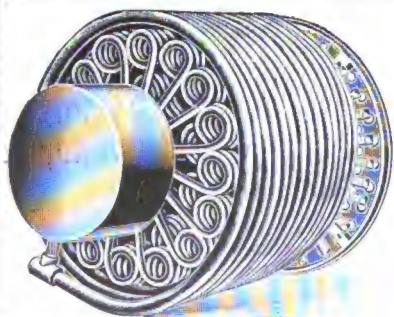
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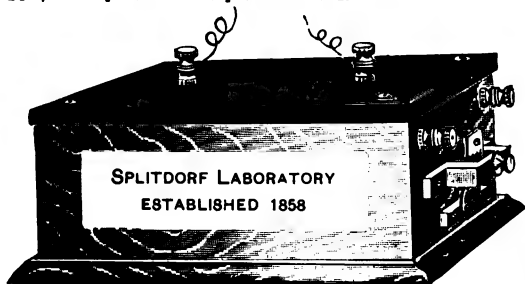
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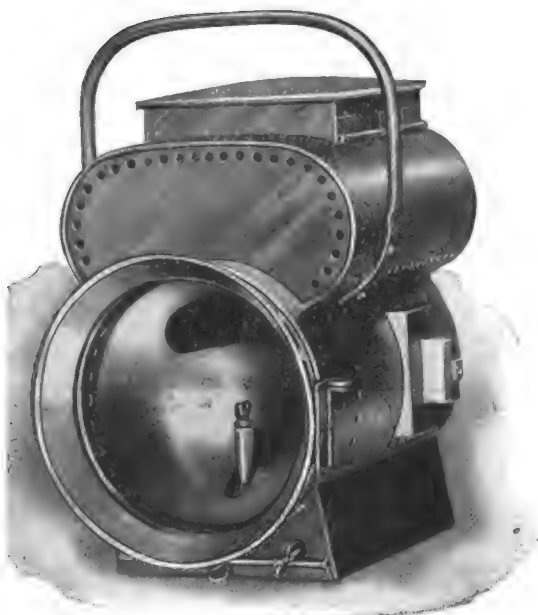
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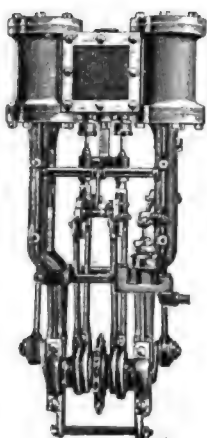
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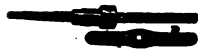
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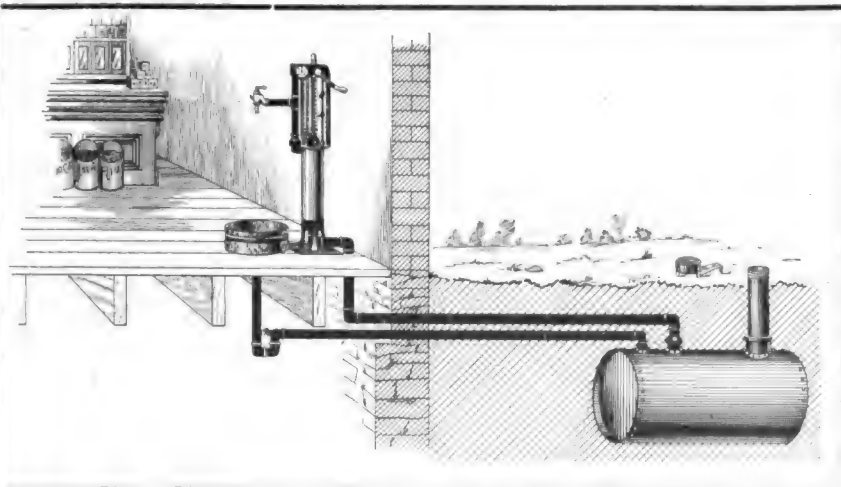
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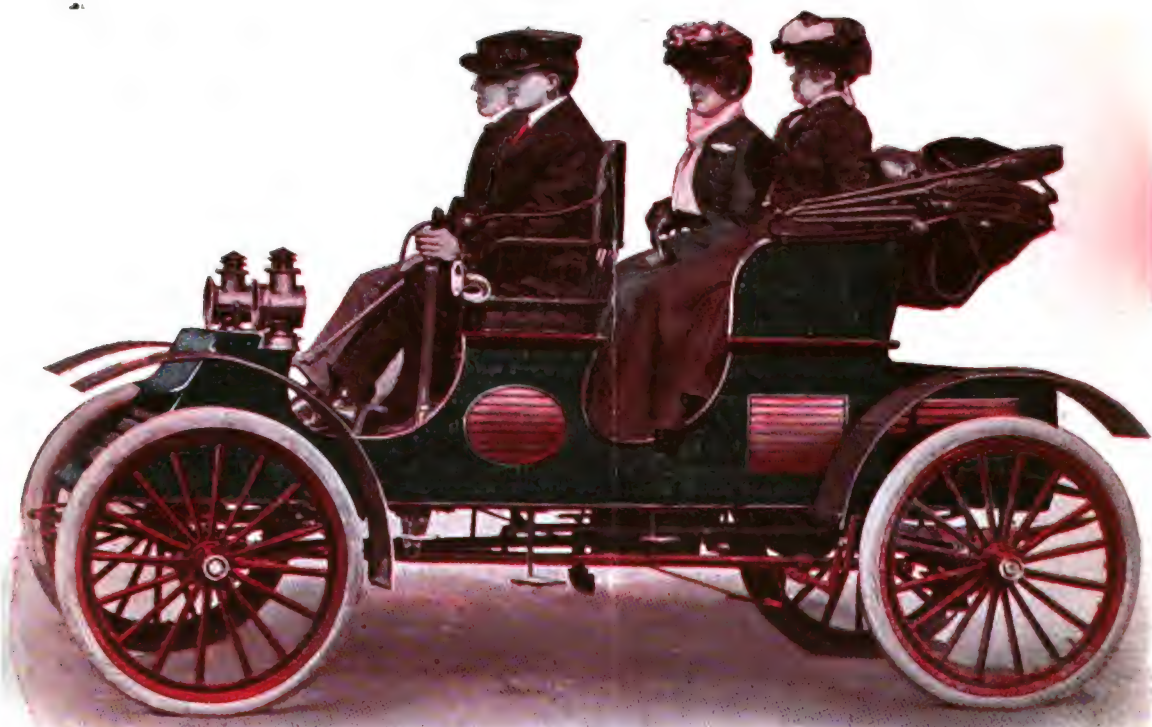
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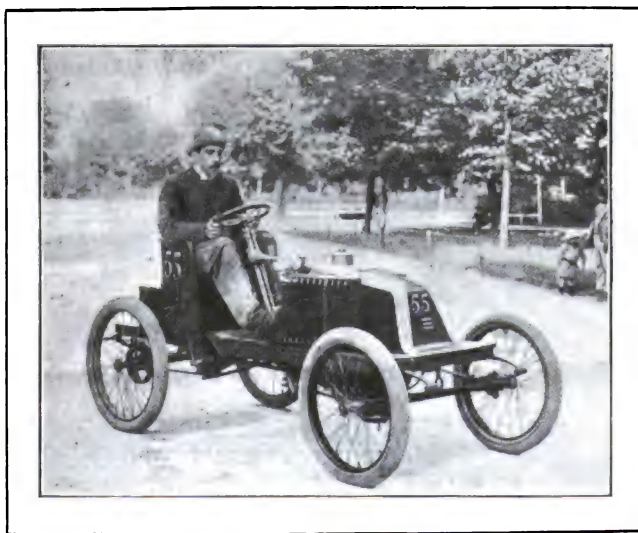
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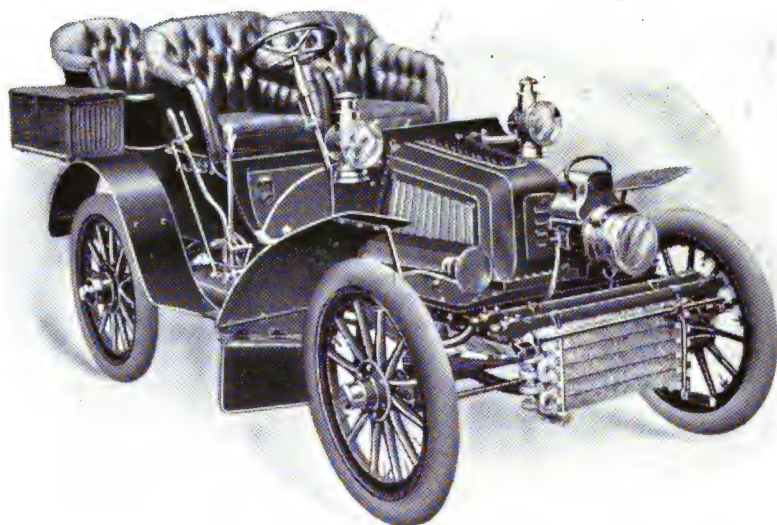
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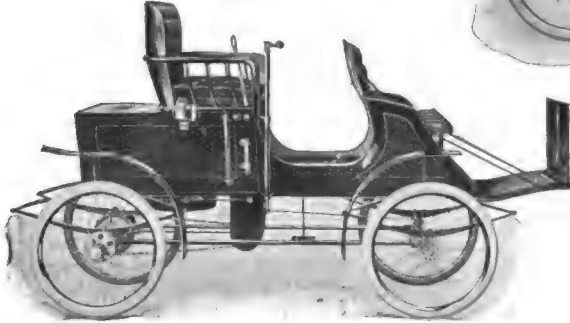
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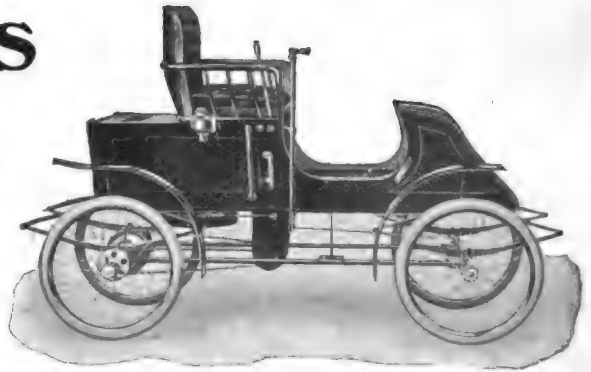
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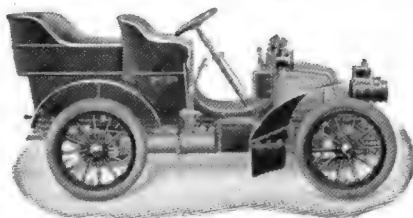
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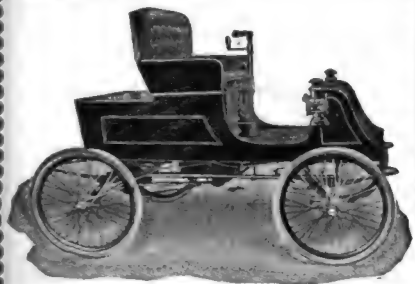
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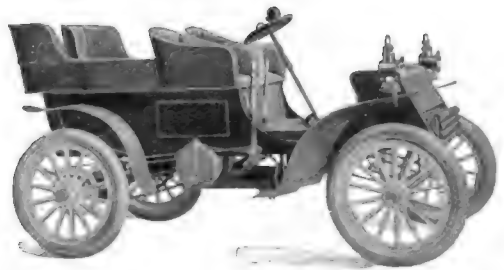
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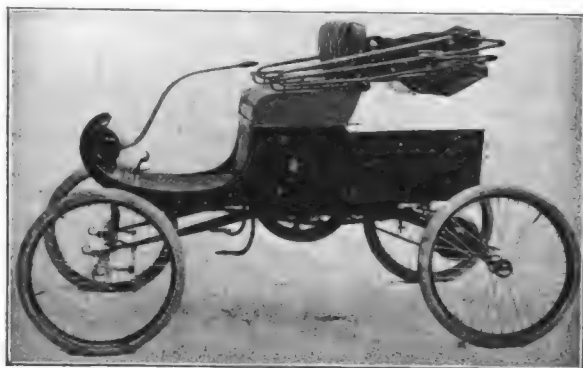
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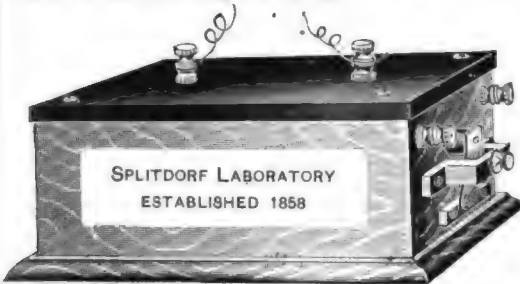
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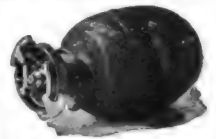
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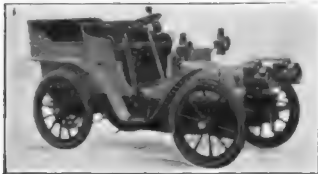
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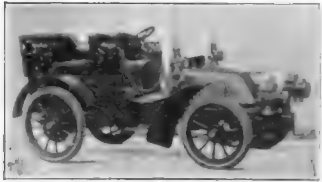
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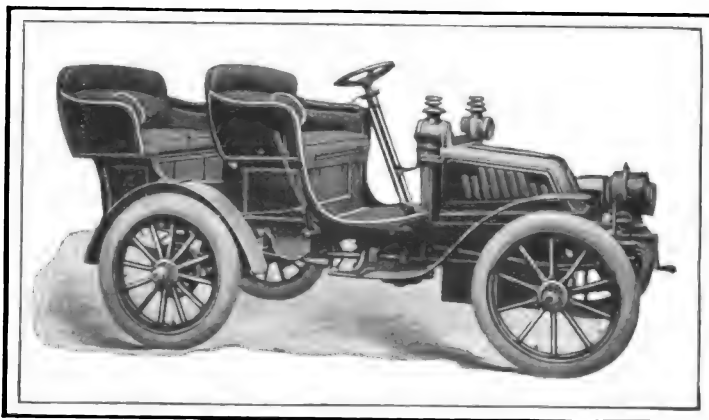
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Automobile Topics

Illustrated.

VOL. IV.

JULY 5, 1902.

NO. 12

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AUTOMOBILE TOPICS FOR SALE ON ALL NEWS STANDS

Agency for Foreign Subscriptions:

INTERNATIONAL NEWS COMPANY

Breams Buildings, Chancery Lane, London, E. C.

Stephan Strasse, No. 18, Leipzig.

PRICE, 10 CENTS A NUMBER; \$4.00 A YEAR.

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LADY WARWICK AND SON IN 7 HP. PANHARD.

Automobile Topics

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Congress of Automobilists

THE recent Congress of Automobilists at Dijon, France, marked a distinctive epoch in the history of automobiling. It was the first of a proposed series of annual gatherings of the kind, the next to be held in Lyons in 1903, and the Automobile Club Bourguignon, responsible for its organization, is to be complimented upon its successful issue.

Three hundred and fifty delegates from all parts of France were in attendance. The session lasted three days, interspersed with excursions to local points of interest, banquets, and other social gatherings.

The results of the congress, as embodied in the resolutions adopted, were necessarily largely of the theoretical order. As might be expected from such a gathering, where enthusiasm was all pervading, there was a disposition to overdo the thing and to reform creation at one stroke. Consequently the resolutions adopted were rather more numerous than practical, while the discussions were at times inclined to wander toward extravagant denunciation instead of calm consideration of remedial suggestions.

This redundancy was evident to the delegates themselves before the congress adjourned. Hence a committee on resolutions, such as usually precedes an American convention, was organized for the purpose of summarizing and boiling down the work of the congress itself. To this committee, furthermore, is deputed the more onerous task of finding means to give practical effect to the views of the delegates.

To give a summary of the many clever addresses delivered during the three days' sittings is, unfortunately, beyond the space limitations of this paper. For this reason it is to be hoped that the report of the committee may be available in a concise form at an early date, as the many points touched upon will be found of great interest to automobilists the world over.

M. Gaston Liegard, who presided, spoke to the point in acknowledging the welcome by the local authorities. The automobile, he said, was something more than an adjunct of sport. It was a means of transportation which had equal rights

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with all others to the protection of the authorities. There appeared, however, to be an eternal misunderstanding between local authorities and chauffeurs. The authorities were always confounding prudent and fair-minded chauffeurs with irrepressible scorchers. The former had been indefatigable in doing everything possible to bring the latter under the rigor of the law, but on the well understood condition that their own rights should be preserved. The rights of all, rigidly enforced, was the best guaranty of the right of the individual.

On the much-discussed question of speed the resolution finally adopted, after several amendments, was to the effect (1) "that the speed limit in road races be abrogated, and other penal measures substituted;" (2) "that severest penalties be decreed against anyone who, having caused an accident, shall seek to evade responsibility by flight."

Touching the difficulties experienced from a variety of conflicting and vexatious road laws, the congress expressed a wish that local authorities might give wider publicity to their edicts, and particularly instruct their subordinate officials on various points whereon conflict was most frequent.

Upon questions of insurance, railroad transport, measurement, and kindred issues, the views of the question were necessarily reflective of the condition of affairs existing only in France; but on wider issues, affecting tourists at large, location of supplies, storage, qualifications of chauffeurs, the views expressed were, though sometimes diffuse, always interesting. The abridged report of the committee should, on this account, prove useful reading.

In this connection a convention of American automobilists sometime the coming fall would not be time misspent. While the various State legislatures and municipal bodies are wrestling with the problem of regulating automobile traffic, it certainly behooves the users of automobiles to bestir themselves. While the public mind is apparently hopelessly befogged to discriminate between the reasonable automobilist and the reckless scorcher, it is opportune for the former to make himself heard. Afterward may be too late.

A. G. Spalding & Bros. Storage

THE name of Spalding has been identified for so long with the best sporting interests of America that it will almost go without saying that an automobile storage conducted by the firm of A. G. Spalding & Bros. will of necessity be as complete and up to date as possible. The double page illustration given in this issue shows one half of their storage department at 38, 40 West 43d street. The floor space in its entirety covers an area 52 x 100 feet. At the background of the picture is shown the doorway connecting with Spalding's sporting goods establishment at 27 to 33 West 42d street, the whole establishment thus traversing a whole block front and back. In the basement is the machine shop and repair department, 25 x 100 feet, which is equipped with all up to date machinery for repairing. The number and variety of vehicles in storage as shown in the illustration speak better than words could tell of the character of the business. An electric charging device and a most complete line of automobile accessories are included in the firm's plant and stock. Messrs. Spalding are agents for the new and popular Autocar Tonneau, Oldsmobile Gasolene Car, Waverley Electric and Mobile Steam Carriages.

Paris-Vienna and Gordon Bennett Races

THE Paris-Vienna and Gordon Bennett contests have been lost and won. It is a matter of congratulation that the big annual event of automobilism has passed off without a single fatality to the sightseeing public. The only accident so far reported was to the occupant of an automobile, not a participant in the race itself. To this extent the great contest just concluded marks a distinctive gain in the history of such competitions.

More striking, however, than the absence of fatalities is the changed position which the race has shown in the relative standing of nations in the automobile



PARIS-VIENNA.—S. F. EDGE IN NAPIER, WINNER GORDON BENNETT CUP.

world. Hitherto France has swept the board of all prizes in these competitions. But this year England secures the Gordon Bennett International Cup, with an English-made machine driven by an Englishman, while in the Paris-Vienna race a German machine, driven by an American, came in second, and, at this writing, may even claim higher honors on a technicality.

Among the 214 entries, England had the fewest, six, while Austria and Belgium had each nine, Germany thirteen, and the rest were accredited to France.

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Under the circumstances it followed, as a matter of course, that the majority of the prize-winners were Frenchmen. The first to cross the line at the winning post was Marcel Renault, in a Renault car. Next in order of arrival was Count Zborowsky in a Mercedes, followed at a considerable interval by Henry Farman in a Panhard.



PARIS-VIENNA.—RÉNÉ DE KNYFF,
WHO LED THE FIRST DAY.

The Gordon Bennett International Cup, which was run concurrently with the longer race, was won by S. F. Edge, in an English Napier.

Starting from Champigny on June 26, the first day's run was to Belfort, a distance of 407 kilometers (about 250 miles). About a hundred vehicles, including heavy and light automobiles, voiturettes, motor cycles and tricycles, faced the starting line. The first to take the word "Go" was M. Girardot in a C. G. V. machine, who shot away at a 100-kilometer gait. He was followed at intervals of two minutes by M. Fournier, with a Mors machine; Mr. Edge, with an English Napier, and M. René de Knyff, with a Panhard.

These four being also competitors for the Gordon Bennett Cup, lent additional interest to the send-off, the general favorites being Fournier and Knyff.

Then came M. Gabriel, with a Mors; M. Decaters, of Belgium, with a Mors; Mr. Maurice Farman, with a Panhard; Mr. Henry Farman, with a Panhard; Mr. Foxhall Keene, with a Mors, and Mr. Jarrott, of England, with a Panhard.

Mr. Foxhall Keene and Mr. W. K. Vanderbilt, Jr., represented the American contingent, both, however, being accredited to France owing to their French machines.

The first day's run, Champigny to Belfort, proved disastrous to a large number of competitors, the most prominent of these being Fournier and Girardot. Mr. Foxhall Keene was also the victim of an accident before the end of this day's run was reached.

René de Knyff was the first arrival at Belfort, at 10.47.30. His average speed was 100 kilometers per hour. Henry Farman reached Belfort at 11.10.01, and Maurice Farman at 11.13.45. Fournier's tire burst just after passing Chaumont, where he was leading. Foxhall Keene dashed into a gate at a level crossing at Ozier, eleven miles out. His automobile was injured and he was unable to continue the race. Mr. Keene was not injured. W. K. Vanderbilt, Jr., was the fifty-fifth contestant to reach Belfort at 4.21.01.

Leaving Belfort, the contestants proceeded slowly through Switzerland, and resumed the race in Austria, from Bregenz to Salzburg, on Saturday.

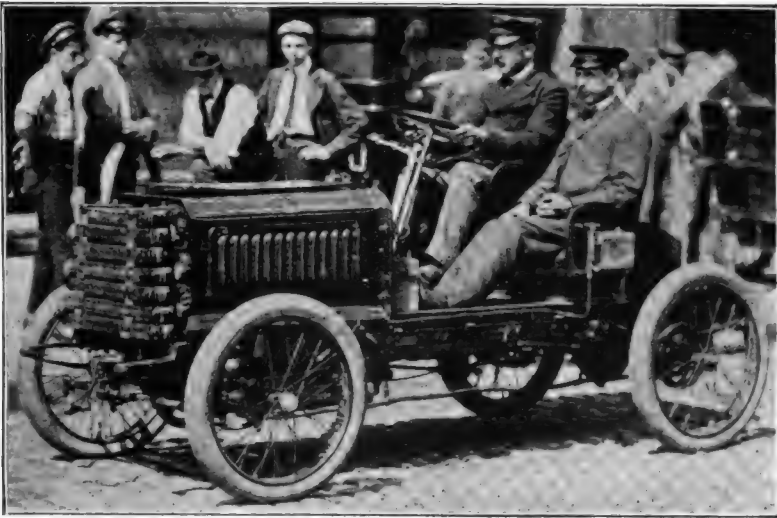
The second day's run, after the interval caused by the neutralized territory in Switzerland, was rendered even more interesting owing to the fact that Innsbruck, the goal of the Gordon Bennett race, was to be passed en route. Of the contestants

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for this prize Knyff and Edge had the field to themselves. But within 25 miles of Innsbruck, Knyff, who had been leading throughout, met with an accident which spoiled his chances, leaving Edge an easy victory. His time from Paris to Belfort and from Bregenz to Innsbruck was 10 hours, 41 minutes and 58 seconds.

On this stage of the journey several of the automobiles came to grief while crossing the Arlberg, and some of the chauffeurs were slightly hurt, but none were seriously injured. One of the cars fell from a bridge into the River Sana, three hundred feet below, and was smashed to pieces. The driver, however, escaped with bruises.

At Salzburg, the Austrian Emperor's brother, Archduke Ludwig, and Archdukes Leopold and Joseph Ferdinand, and the local functionaries, witnessed the arrival of the racers from the grand stand. Baron De Forest was the first to arrive at 1.34.20, his average speed being $44\frac{1}{2}$ miles. But Henry Farman, the second arrival, eclipsed the record, as he left Salzburg 1 hour 19 minutes after De Forest, and was only 43 minutes 40 seconds behind him at the finish.



MESSRS. COOK AND LA ROCHE IN DARRACQ RACER. SIMILAR DARRACQS
FINISHED 4TH, 6TH AND 7TH IN PARIS-VIENNA RACE.

Magnificent weather greeted the finish of the race at Vienna. The scene at the race course, the winning post, was extremely brilliant. Vienna society turned out en masse to greet the contestants, the French Ambassador and the Governor of Lower Austria being conspicuous among the spectators. A number of special trains had brought crowds of enthusiastic automobilists from Paris. News of the defeat of Knyff in the Gordon Bennett race had pre-

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ceded them and the intense excitement was not lessened by rumors that Edge, the English champion, had somewhere down the road met with an accident.

There were murmurs of astonishment when the first of the racers showed up in the distance, his progress marked by the cheers which greeted him along the road. Only the big white number 147 on his mud covered machine identified him as one of the big racers. His machine itself, a light affair scarcely bigger than an ordinary runabout, showed no sign of the long trip at such a fearful pace. To the accompaniment of a thousand bravos and a fluttering of handkerchiefs, Marcel Renault, the occupant of the vehicle number 147, speeded past the judges' stand, once again carrying the French colors to victory in the biggest of all automobile contests. Before the arrival of the second racer, however, it was reported at the winning stand that Renault had failed to stop at the control station at Florisdorf, a suburb across the Danube, where the final racing time was to be taken.

There was considerable confusion at the winning post as to the identity of the first half dozen winners. Conflicting opinions regarding the probability of Renault being allowed to carry off the prize despite the technical objection added to this confusion.

For a while it was thought that Count Zborowsky was the second, and as a result there was no little exultation among the German element at the second rebuff sustained by France, following so closely on the heels of its champion's defeat in the Gordon Bennett race.

When, however, the various objections and claims had been sifted by the committee, the following was the official award of winners of the first five prizes:

Winners.	Nationality.	Class.	Time. h. m.
1. Marcel Renault	French	Light Renault	26 : 11
2. Henry Farman	French	Heavy Panhard	26 : 31
3. M. Edmond	French	Light Darracq	26 : 40
4. Maurice Farman	French	Heavy Panhard	26 : 51
5. Count Zborowsky	German	Heavy Mercedes	26 : 58

All these times signify the time of the journey, exclusive of the route through Switzerland and neutralized places.

In the heavy class Zborowsky was deposed from first place by action of the committee.

The result of the Paris-Vienna road race will be a surprise to the automobile world. While the Renault cars have been well known for their excellence in point of mechanical construction, it was hardly expected that M. Marcel Renault would lead the procession into Vienna. Everything was against such an outcome to the contest. Rarely, if ever before, has a light car, such as the Renault, shown such endurance and speed. Even though M. Renault may not be officially adjudged the winner because of his failure to have his pass signed at a controlling station, still the fact remains that he outdistanced all his competitors at a speed of about 51 miles an hour for the whole distance. When the fact is considered that the portion of the course which lay in Swiss territory was neutralized, the showing of this light car seems even more marvelous.

The main points of interest in a Renault car are its hill-climbing qualities, simplicity of operation and strength of its parts; well-finished body, with upholstering and furnishings of leather; and the suspension of the body and mechanism on

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easy-riding springs which do away to a great extent with the shaking of the carriage, and so assure a regular action of the motor.

The voitures are operated by De Dion water-cooled motors placed over the



PARIS-VIENNA—HENRY FARMAN, WINNER IN THE HEAVY CLASS.

front axle under a hood. Above the motor is placed the water tank. The system of circulation is especially good. The consumption of water is insignificant. The

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regulation of the gasoline by carburation is easy, and a constant and steady flow of oil is maintained. Three changes of speed and reverse are fitted to each carriage.

Transmission is effected by a shaft drive to the differential fitted in the rear axle.

Band brakes act on both rear wheels. In addition the motor is also used to check the speed of the vehicle, and the control is absolute and positive.

All the moving parts such as gears run in dust and water-proof oil baths. The transmission parts are placed in the center of the vehicle and are easy of access, and allow of great rapidity in their operation.

The carriages built by Renault Bros. develop great speed, and the makers claim that they lose less by friction and deliver more power at the wheels than is done in any other make of cars of a similar type and horse-power.



PARIS-VIENNA—FOXHALL KEENE, ONE OF THE STARTERS.

Technically speaking, the road race, in so far as it relates to the International Cup contest and the heavier cars, should be the cause for great rejoicing in the British automobile world. The Napier car always has had a great future prophesied for it by its admirers and promoters, and none have been more ardent in their protestations of faith in the capabilities of the car than Mr. S. F. Edge, who has just taken the International Cup away from France for the first time, as it appears at the hour of this writing. The Napier cars which have been brought to this country up to this time have been open to criticism, not so much because of their principles of construction as of their lack of that better grade of finishing of the fine points which goes so far to make the successful vehicle. M. René de Knyff is reported to have broken down in his Panhard when not far from Innsbruck. The very fact that Mr. Edge was near enough to the head of the procession to take the lead and keep it speaks well for the staying powers of the Napier cars. Another fact which few realize is the marked similarity between the comparatively new Centaur motor of the Panhard-Levassor Company, which we understand

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was installed in all the company's own cars entered in the races, and the motors used on the Napier racers.

In the new Centaur motors the Panhard-Levassor Company have fitted copper water jackets, whereas the Napier motors have always had aluminum used in this portion of their construction. The Panhard people have also adopted the Napier practice of running their half-time shafts in oil-tight gear cases, instead of exposing the gear for the purpose of actuating the exhaust valves.

The durable qualities of these cars are not to be wondered at when the fact is considered that the Napier was the only vehicle which went through the Glasgow to London non-stop run without the loss of a single mark for mechanical troubles.

The leading new feature of interest of the well-known Panhard vehicles is the Centaur motor spoken of above. While it does resemble the Napier motor a little, a closer description of its detail may prove to be not uninteresting. The object in bringing out this new motor is to decrease the weight. This result is effected by isolating each cylinder, of which there are four, the outer wall of the water jacket around the cylinder being of thin copper; the adoption of the triple induction valve in one seating, and the fitting of a crank-shaft bearing between each crank. Each cylinder stands alone, and is bored from a bar of forged steel in much the same manner as a cannon. In the cylinder head are placed the induction and exhaust valves as well as the ignition plug. The introduction of the bearings on the shaft between the cranks permits of its dimensions being reduced. A saving in weight is thus made. An elbow tube cast with water jacket forms the cylinder head. There is a single exhaust valve, while the induction valve is triple and is placed immediately over the exhaust. This last is actuated by a cam on the half-time shaft through the exhaust lifting rod. The cylinder heads are keyed together to dispose of the diagonal thrust of any connecting rod under drive upon all the cylinders. The four-cylinder motor, while not rated over 50 horse power, at a speed of 950 revolutions develops 70. The results accomplished by this construction are best estimated by the fact that, including the flywheel, the motor weighs but nine and six-tenths pounds per horse power.

One of the most noteworthy facts in regard to the whole race is that Messrs. Edmond, Hemmery and Baras, who all figure among the first ten winners operated vehicles of the well-known Darracq type. These cars are so thoroughly understood by the American motor public that no detailed description of the cars is needed.

It is the consensus of opinion of all those capable of judging that the race has been the most severe test to which automobiles have ever been subjected in either a race or endurance contest. That so many cars finished is a matter of congratulation to every enthusiast, who can now call upon this great showing as a proof of the enduring and substantial qualities of the present-day automobiles.

Mr. S. F. Edge, winner of the Gordon Bennett Cup, is an Englishman, resident in London. As the manager of the Dunlop Co., Limited, Regent street, London, he is one of the most prominent automobilists in England. His first attempt at international honors was last year, when he was a com-

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petitor for the Gordon Bennett Cup, also for the Paris-Berlin prize. On that occasion he was early hors de combat owing to a break down, but on his return to London he expressed himself as enthusiastic as ever regarding his chances of being among the first, barring accidents. Mr. Edge is a voluminous writer on automobile subjects and has been one of the prime movers in bringing the County Councils of England to a fair treatment of automobiles.

Mr. Zborowski, who was one of the competitors in the Paris-Vienna race, is the Mr. William Morris Elliott Zborowski who 10 years ago was so well known in New York and Newport society circles. He was always a daring sportsman, and the famous polo match between the Westchester and Meadow Brook clubs, when he was thrown and picked up for dead, is still remembered. He was the instigator of a memorable midnight steeplechase at Melton Mowbray, in the English hunting country. His mother was one of the Gouverneur Morris family, while his father, Martin Zborowski, was descended from Albert Soborowski, who settled near Hackensack, N. J., and claimed as an ancestor a near relative of John Sobieski, King of Poland. He married in 1892 Mme. de Stuers, a daughter of John Carey and Alida Astor.

A novel method of advertising its goods was adopted by an enterprising firm of Paris tire-makers. To winners in the Paris-Vienna race, the firm of Michelin offered no less than 300,000 francs, provided, of course, the winning machines were equipped with Michelin tires.

To the heavy carriages 14,900 francs in 10 prizes was allotted, beginning with 5000 francs to the first and 400 francs to the last, if the tenth at the winning post. Among 10 possible winners of the lighter class 12,200 francs was allotted, while six voiturettes had a chance of winning 7800 francs, four motorcycles 4800 francs and five motorcyclettes 4400 francs. For the winner of the Gordon Bennett cup, if Michelin-tired, 1500 francs, and to the Cup Arenberg winner 1000 francs was allotted. A special prize to the vehicle making the best time between Paris and Vienna 3000 francs was offered, on the usual condition. Had all the winners in the various races been equipped with the firm's tires, it would have meant an outlay in prizes of 300,000 francs (\$60,000), which would have been a cheap price for such an advertisement.

Progress in Germany

SINCE 1899 progress in automobile construction in Germany has shown a most gratifying and constant improvement. A report which has recently been received at the State Department from United States Consul-General Mason, at Berlin, on the annual Pan-German Motor Carriage Exposition, says:

"Not only are the carriages in general lighter, more shapely and elegant in outward finish, but they conform more closely in model and relation of parts to modern standards of construction. It is thought that American steam carriages of the runabout type, which are cheap, easily managed and run without smell, noise or unpleasant vibration, will find a ready appreciative market in Germany.

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When the new code of automobile regulations went into effect in 1901 a special license became necessary, and it was found that the American locomobile collided at eight points with the Prussian law governing the construction and use of steam boilers. During the past six months, however, a movement has been organized and carried through by which the statute has been amended so as to permit the use of steam carriages which fulfil in their construction certain conditions. With these slight and inexpensive changes the locomobile will be admitted to what is practically a virgin field for steam vehicles."

The Exposition, which was in every way a great success, was opened in Berlin on May 15, and closed on the 26th, and the list of exhibitors included 105 firms, all of which were German excepting two. All of the great German manufacturers of motor carriages were represented in their latest and best work, and the display



S. T. DAVIS, JR., GOING AT FULL SPEED IN HIS RACING LOCOMOBILE WHICH BROKE THE WORLD'S RECORD.

included about 80 vehicles of every type, from the ponderous 12-ton freight wagon to the light runabout and motorcycle. Of the 60 or more vehicles on exhibition, at least five-sixths were of the Mors or Panhard type, and two makers—the Benz Motor Company, of Mannheim, and the Dietrich Company, of Neiderbronn in Alsace, showed machines which utilize their plan of power transmission from motor to driving wheels by means of a belt and pulleys.

A real novelty was seen devised by Prof. Klingenberg, in which the motor, inclosed in a dust-proof sheath, rests upon and is geared directly to the rear axle of the carriage. The motor works directly on the driving shaft with the maximum economy of power. The device has the disadvantage that the motor with all its complicated and delicate mechanism of transmission rests on the axle without springs, and would therefore be soon shaken out of service by the vibration of travel over a rough road.

The Automobile in Society

SOCIETY people now gathering in the many Summer resorts find much diversion and recreation in the use of the automobile, and the indications are that the automobile will play a larger part in Summer life than ever before. At Newport no country establishment is complete without an automobile stable. Just now the Newport season is beginning to show signs of life and it is quite evident that this will be an automobile year at the City-by-the-Sea. Many of the cottagers who have hitherto maintained expensive stables now scarcely use horses and carriages and instead appear daily in their automobiles about the streets. The indications are that the Newport automobile parade this year will be one of the finest ever held.

Along the north shore of New Jersey at the many Summer resorts which are filled with wealthy New Yorkers, the automobile has taken a firm hold, and every country house has its automobile for the use of owners and guests. Preparations are now being made for an automobile parade this month, in which the automobilists of the North Jersey coast will take part. There are now a great number of automobiles in operation at Seabright and Asbury Park, and all of these will be seen in line when the event takes place. The date for this parade will soon be set. Some of the society people at Seabright now are: Mr. and Mrs. David Bennett King, Mr. and Mrs. John B. Hertle, Miss Hertle, Dr. and Mrs. L. Duncan Bulkley and Mr. J. L. McLaurin. Mr. Henry Seligman is occupying his cottage at South Elberon and many other prominent society people identified with automobiling are there.

The wedding of Miss Lila Vanderbilt Sloane, daughter of Mr. and Mrs. William Douglas Sloane, to Mr. William B. Osgood Field will be celebrated in Lenox on July 8, and Mr. Alfred Gwynne Vanderbilt will attend in his automobile. He is to make the wedding an excuse for the attempt to make a record from Newport to Lenox. He will use his 16-hp. Winton touring car, which has been a familiar sight about the New York and Newport streets recently. Mr. William K. Vanderbilt attempted to make a record between Newport and Lenox some two years ago, but broke down.

Mr. and Mrs. Robert R. Logan are to take an automobile trip to Winter Harbor, Me., early in July and will be the guests of Mr. and Mrs. Samuel Price Wetherill. They will do a great deal of automobiling about the Mt. Desert section during the Summer.

Mr. Harry Payne Whitney has recently received a new Panhard automobile from Paris. It is one of the fastest automobiles ever imported, of 45 hp., and is stripped down to racing rig. It is very long, with a huge bonnet in front, and has two small racing seats. Mr. Whitney intends to use this automobile mainly for speeding purposes, as there are none of the luxurious appointments for comfort found in the usual touring vehicle. The machine has been put in trim at Smith & Mabley's Garage on Seventh avenue.

It has remained for an American Countess, Irma Scolletti, daughter of Henry B. Spalding, the American millionaire, to plan a quick automobile dash across

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the American Continent. It is understood that she will soon leave San Francisco in an endeavor to break the Trans-Continental record in a trip to New York. The Countess is to use on this projected journey a specially built automobile which her husband had manufactured in Paris expressly for this trip. The Countess not only is fond of touring, but is said to have figured in several automobile races with good success. She is really one of the most expert women automobile drivers in the world, and her experiences have been countless and interesting.

That portion of Chicago society which is now in that city makes its headquarters at the new Chicago Automobile Club House, which is located on the Michigan Boulevard. Many society women gather at the club house each day, making it their meeting place before starting out on a run to the nearby suburbs.

Mr. and Mrs. R. B. Holmes have started on an automobile tour from New York to Saratoga, Buffalo and a part of Canada. They are using their 12-hp. Panhard, fitted with a canopy top, and expect to be gone for ten weeks or more.

Angus Sinclair, a member of the Automobile Club of America, has sailed for Europe and will visit the French and English factories to study the foreign automobile industry.

At the Gymkhana races held on Saturday last at the country house of Mr. and Mrs. Trenor L. Park, at White Plains, there were present a large number of automobile parties which came over from the nearby country houses to enjoy the sport. Some of those who were out in their automobiles were Mr. and Mrs. Nathaniel C. Reynal, Mr. and Mrs. A. I. Eddy and Mrs. Oliver Harriman.

Motorphobiacs, Attention !

THERE is a quite too general tendency, official and otherwise, to denounce the owners and operators of automobiles as lawless outragers of public safety. Many newspapers, in a mistaken sense of what is fair and proper, habitually assail the followers of this form of sport, and make capital of every petty mishap to promote the idea that automobiles should be put down by act of the Legislature and their proprietors sent to the dungeon for life.

The attitude of police justices is none the less misdirected when these officers of the law take occasion to bitterly attack every horseless carriage driver who is brought before them by overzealous guardians of our highways. For it is mainly through the influences here mentioned that a large part of the outlying populace have come to regard the ownership of a conveyance of this type as a crime and the chauffeur as a person to be pelted with bricks and showered with imprecations.

As a fact, there are more persons knocked down and run over by trucks and business wagons in New York in a single day than are injured by automobiles throughout the country in a week. The percentage of accidents brought about by mechanical vehicles as compared with those traceable to other conveyances is absurdly small. It is grotesquely wrong and inequitable to "make a mark" of the automobilists.—*New York Journal and American*.

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SECTION OF A. G. SPALDING & BROS. AUTOMOBILE S

AUTOMOBILE TOPICS



ION, 38, 40 WEST FORTY-THIRD STREET, NEW YORK.

Philadelphians Lead the Way

PHILADELPHIA automobilists won a notable victory over the city authorities last week. They showed by actual tests that the proposed speed ordinance of five miles an hour was absurd, with the result that a substitute ordinance was drafted and passed with a few amendments. The tests, which were held in Fairmount Park, showed that it was possible to stop an automobile quicker than a team of horses, and the city fathers opened their eyes in amazement.

When the objectionable ordinance was introduced in the Philadelphia City Council a meeting of the Philadelphia automobilists was held at the residence of Mr. Barclay H. Warburton, at which copies of the automobile laws of the various States as well as of England, France and Germany were discussed. Then a counter ordinance was drafted, as follows:

Eight Miles an Hour.—The territory bounded by Vine and South streets, between the Delaware and Schuylkill rivers.

Twelve Miles an Hour.—The territory beyond Vine and South streets, bounded by Erie, Jackson and Fifty-second streets.

Twenty Miles and Hour.—The territory within the city limits beyond Erie, Jackson and Fifty-second streets.

This ordinance is modelled after the French law, and was received with every evidence of favor by the authorities. The law committee held a meeting at once to consider the matter, at which Mr. Gallaher and others interested were present, to look after the interests of the automobilists. After some debate the law committee agreed to report favorably on the ordinance, amending it, however, to reduce the maximum speed to seven miles in the district where eight was asked for, ten miles instead of twelve, and fifteen instead of twenty.

It was further provided that the speed limit of ten miles should be enforced in the populated suburban districts, such as Manayunk, Germantown and Frankford.

By the ordinance which the committee adopted in place of Mr. Patton's, operators of autos must be licensed by the Bureau of Boiler Inspection of the Department of Public Safety before they can run a machine. The license fee will be two dollars for the first year and one dollar per year thereafter.

A license must also be secured for the auto, and this will cost the owner another two dollars. Another amendment accepted by the committee was that operators of autos coming up behind another vehicle other than an auto on the road must slow down their machine to a rate of ten miles.

Other provisions in the ordinance, all of interest, direct that automobilists must stop their automobiles at the request of the occupant of any vehicle propelled by animal power, until the vehicle has passed. The driver shall never leave an automobile without first having taken the necessary precautions for preventing any accident and for subduing the noise of the motor. Anyone tampering with an automobile in the absence of the occupants while on the highway shall be immediately arrested for breach of the peace and disorderly conduct.

The tests were conducted under the joint supervision of the Automobile Club of America and the Automobile Club of Philadelphia. The former organiza-

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PHILADELPHIA AUTOMOBILISTS PROTEST WITH GOOD EFFECT.

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tion was represented by Mr. Winthrop E. Scarritt, the president of the Automobile Association of America, and the latter by Mr. Henry G. Morris. Representatives of the city government were present and some of them rode in the automobiles.

Here is a table showing the results of the tests:

EXPERT CHAUFFEURS.			
Owner, Vehicle and Driven by.	Weight, lbs.	Miles per hour.	Stopping in.
Locomobile surrey (steam), Harry Elliott.....	1,200	27½	71 ft.
Columbia phaeton (electric), Herbert Lloyd.....	2,700	17¼	40 ft. 6 in.
Oldsmobile runabout (gasoline), Percy Neil.....	950	21	33 ft.
Autocar tonneau (gasoline), John S. Clark.....	1,400	19½	59 ft. 8 in.
Autocar tonneau (gasoline), John S. Clark.....	1,400	21½	62 ft. 8 in.
Winton touring car (gasoline), E. A. Maltby.....	2,000	23½	56 ft. 5 in.
Mercedes tonneau (gasoline), Jules Sanchard.....	2,300	25½	68 ft. 2 in.
Packard runabout (gasoline), Arthur S. Winslow....	2,100	19¾	42 ft. 8 in.
Columbia runabout (electric), Herbert Lloyd.....	2,700	12	12 ft. 7 in.
Panhard touring car (gasoline), Jules Sanchard....	3,000	27¾	74 ft.
Mors touring car (gasoline), E. B. Gallaher.....	2,200	8	7 ft. 3 in.
Mors touring car (gasoline), E. B. Gallaher.....	2,200	13	10 ft. 1 in.
Mors touring car (gasoline), E. B. Gallaher.....	2,200	17½	22 ft.
Mors touring car (gasoline), E. B. Gallaher.....	2,200	18½	25 ft. 2 in.
Mors touring car (gasoline), E. B. Gallaher.....	2,200	21½	40 ft.
Mors touring car (gasoline), E. B. Gallaher.....	2,200	30	91 ft. 3 in.
AMATEUR CHAUFFEURS.			
Columbia runabout (electric), Arthur Block.....	1,900	14½	30 ft. 4 in.
Autocar tonneau (gasoline), Livingston Biddle.....	1,400	24	50 ft. 10 in.
HORSE-DRAWN VEHICLES.			
William H. Bunn (double team to road wagon).....	.....	21½	61 ft.
Edward Browning (four-in-hand).....	.....	17¼	62 ft. 8 in.



PHILADELPHIA TESTS—THE PRESS CAR.

The first of these tests was a straightaway run by a double team, hitched to a road wagon and driven by the owner, former Governor William H. Bunn. The course of one-tenth of a mile was covered in 17 1-5 seconds, and the team was stopped at a point 61 feet beyond the tape.

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Edward Browning followed with his tally-ho coach and four spirited thoroughbreds. His team was only four-fifths of a second slower than Mr. Bunn's trotters, but as he applied the brake before reaching the tape he was ordered back to the starting point. In his second attempt Mr. Browning covered the distance in 21 seconds and pulled up at a standstill 62 feet 8 inches beyond the tape.

At the suggestion of Thomas S. Wiltbank, chairman of Councils' law committee, E. B. Gallaher, general manager of the Fournier-Searchmont Company, of this city, made successful trials in stopping his automobile within minimum distances while running at $8\frac{1}{2}$, 13, $17\frac{1}{2}$, $21\frac{1}{2}$ and 30 miles an hour.

In his first attempt Mr. Gallaher's machine straddled the tape, and the stopping distance recorded was 7 feet 3 inches. In his successive trials he stopped his



PHILADELPHIA TESTS—PRESIDENT MCCURDY WATCHING THE TRIALS.

machine beyond the tape at the following distances: 10 feet 1 inch; 22 feet; 25 feet 2 inches; 40 feet, and 91 feet 3 inches.

The next automobile to be run was a Columbia electric runabout, owned by the Electric Vehicle Company. Henry G. Morris, president of the Automobile Club of Philadelphia, and a chauffeur were the occupants. The machine went at a 12-mile clip, and was stopped 12 feet 7 inches beyond the tape.

Chauffeur Louis Clark, in an autocar, gasoline, owned by the Ardmore Company, crossed the line at a speed of 21 miles an hour, and stopped 62 feet 6 inches after the flag was lowered at the finish line.

The final expert test was made by Geo. H. McFadden's Panhard gasoline

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machine, with Jules Sanchard at the lever. Winthrop E. Scarritt was a passenger. Sanchard made two attempts. The second attempt, which was official, was at a 27¾-mile clip, and the time was 13 seconds. The machine stopped 74 feet beyond the tape.

In the novice class Arthur Bloch stopped a Columbia electric runabout 30 feet beyond the tape, while running at the rate of 14½ miles an hour. Mr. Bloch's experience as a chauffeur covers a period of only three weeks.

Livingstone Biddle, a nephew of George W. Childs Drexel, who handled an automobile for the first time ten days ago, operated his uncle's autocar yesterday. While going at a 24-mile gait he stopped the machine 50 feet 10 inches, after crossing the finish. The time was 15 seconds.

Mr. Gallaher, of the Fournier-Searchmont Company, has had most of the prominent city officials of Philadelphia, committeemen and councilmen, out in his automobile to demonstrate to them what an automobile is capable of doing when in competent hands. In the tests his guests were: Mr. Thomas S. Wiltbank, chairman of the law committee; Mr. George McCurdy, president of the council, and Colonel Sowden, chairman of the Park Commission. Other guests who rode in the various automobiles were: Director English, Barclay H. Warburton, William McDaniel, William L. McLean, Joseph T. Burr, Frank Shipper, Edward W. Patton, William J. Milligan, William H. Brooks, Chief of the Bureau of Highways; Jesse T. Vogdes, Chief Engineer of Fairmount Park; William M. Houston, Gavin Neilson and Daniel W. Masterson.

Clubs and Associations

ARRANGEMENTS are now being made for one of the greatest automobile meets ever held in this country, which is to take place at Cleveland some time in September under the auspices of the Cleveland Automobile Club. The committee in charge is now hard at work perfecting the details of the meet. On this committee are such well known automobilists as C. B. Shanks, chairman; Geo. Collister and Windsor J. White. There will no doubt be some fast track work, and records are likely to be broken. It is planned also to have a two-days' meet at Detroit, in connection with the Cleveland event, and some of the proposed races are as follows: Five-mile, open to all, motor bicycles; two-mile, open to all, motor tricycles; five-mile, open to all machines weighing less than 1000 lbs., except bicycles and tricycles; ten-mile, open to all machines weighing less than 2000 lbs.; one-mile, open to all steam machines; one-mile, open to all electric machines; one-mile, open to all machines for the circular track record; five-mile, open to all touring cars weighing less than 2500 lbs., carrying four passengers; twenty-five-mile, open to all machines.

The Cleveland Automobile Club is doing all it can to assist in enforcing the city ordinances which have been passed there in relation to speed. The city authorities of Cleveland have decided that no pace over 15 miles an hour is legal

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anywhere inside the limits of the city, and in some parts it is forbidden to run at a greater speed than seven miles an hour. As for the general rights of vehicles in the highways, automobiles stand on the same footing as the rest. The club has taken a firm stand to prevent any automobile scorching.

The Jersey City Automobile Club held their last regular run about a week ago to Pompton Lake, and the members are now scattering to the various Summer resorts. F. J. Matthews will spend the Summer at Allenhurst, N. J., and have his automobile there to enjoy runs about that section. President A. G. Evans has recently returned from Europe, and is out in his automobile now nearly every day.

The members of the recently formed automobile club in Philadelphia are just now racking their brains to devise some suitable name for the newly formed organization, which is modelled after the Automobile Club of America. Plans are being made to erect a club house, a repair shop and a storage house, and before long it is expected that the Philadelphia Club will be one of the most powerful organizations of the sort in this country. During the past week the members of the club have been unusually active in their endeavor to have the city authorities pass an equitable ordinance relating to speed, and their efforts have in the main been crowned with success. Following are the Board of Governors of the new club: J. Horace Harding, James Elverson, Jr., Thomas Rose, P. M. Chandler, M. A. Janney, J. S. Bunting, A. S. Winslow, A. E. Maltby and G. Jason Waters. The following have been enrolled as members: Prescott Adamson, F. A. Brown, C. M. Busch, R. C. H. Brock, J. Maxwell Bullock, J. S. Bunting, Jay Cooke, 3d, Daniel H. Carstairs, A. H. Chadbourne, C. F. Clement, P. M. Chandler, A. M. Chandler, Kern Lodge, George W. Childs Drexel, James Elverson, Jr., Robert Glendenning, Leon Goodman, E. B. Gallaher, W. D. Gash, J. Horace Harding, R. P. Hopper, M. A. Janney, Dr. G. W. Kirk, E. Rittenhouse Miller, E. Gay Middleton, G. H. McFadden, Jr., Dr. E. Montgomery, Samuel H. Mattison, J. M. Porter, Calvin Pardee, Jr., Charles S. Swain, G. Jason Waters, George D. Widener, T. B. Wanamaker, W. J. McClary, Thomas Rose, Hofman Richardson, B. H. Stevenson, Louis Starr, William Morgan, Norman McLeod, J. M. Anders, A. S. Winslow and A. E. Maltby.

Handy Men of the N. Y. A. C.

A PROPOS of the rescue of Judge Roger A. Pryor's daughter, Mrs. Page Brown, from the hands of a mob after an unavoidable accident, the New York Journal and American says:

"There are a few young members of the New York Athletic Club who are deserving of the thanks of every automobilist in America.

"A woman enthusiast was sending her machine through 59th street at an ordinary rate. She was not speeding in any sense of the word, and there abso-

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lutely was no reason why any one should not have been able to get out of its way without effort. Suddenly a young woman crossed the street. She was not watching where she was going, for she ran directly in front of the machine. The woman chauffeur brought it to a standstill as quickly as possible. The young woman was not injured, but was hurled a few feet. It was through her own carelessness she suffered the fright which followed.

"A motley crowd collected and several unknowing and unthinking men in the aggregation began hurling imprecations at the driver of the motor. She attempted to go on, but was not permitted to do so, mentioning that she would drive to the police station and there answer any complaint lodged against her.

"The crowd became unruly, and not only was the innocent chauffeur insulted boldly, but threats of violence were made. Two men started to drag her from her carriage when the few members of the New York Athletic Club who watched the proceeding ran to her aid and rescued her.

"This same accident might have occurred with a delivery wagon, a street car or a baby carriage, but several newspapers have worked up—for some unknown reason—a sentiment against the automobile which, in time, if encouraged, would make any auto driver go out for his innocent sport in fear.

"Not so, however, as long as such young men of the N. Y. A. C. exist, for they proved themselves exceedingly handy in an excellent cause."



MRS. BERNARD WEGUELIN IN 12 HP. PANHARD.

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

E. E. SCHWARZKOPF, *Publisher.*

JAMES P. HOLLAND, *Editor.*

WILLIAM EARLE BALDWIN, *Associate Editor.*

WILLIAM H. MAXWELL, JR., *Associate Editor.*

VOL. 4 No. 12

NEW YORK, JULY 5, 1902

PRICE TEN CENTS

AUTOMOBILE TOPICS is published weekly, by Automobile Topics, No. 29 West 42d Street, New York, Subscription price, \$4.00 a year in the United States and Canada, or in foreign countries within the Postal Union, \$6.00 (gold) in advance. Advertising rates may be had on application.
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Philadelphia to the Rescue

PHILADELPHIA is to be congratulated. The City of Brotherly Love has proved as valuable an ally to the cause of automobilism as Stephenson's famous "coo" was to the steam locomotive.

The story of Stephenson's "coo" would appear to have been forgotten by many of the powers of to-day, since the motorphobia microbe began its insidious ravages. It will be remembered that in the early days of the railway engine there were many people who predicted untold havoc if the "puffing billy" on wheels were allowed to run loose among the people. When popular prejudice threatened to block the wheels of the railway engine George Stephenson was himself being examined before a Parliamentary Committee in whose hands lay the future of the locomotive. A member of the committee not over friendly to the new-fangled substitute for the stage coach, asked the inventor what would happen if a cow strayed on to the track in front of a locomotive. "So much the worse for the 'coo,'" was the laconic reply of the great inventor in his North of England dialect. To the bucolic Britisher of those days a stray cow on the highway was well nigh an insuperable obstacle. Next to the highwayman, nothing was more feared than a cow on the road. To drive over the cow meant wrecking the coach or at the very least serious injury to the coach horses. Hence, the astute member of Parliament,

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in selecting this illustration of possible dangers ahead, hoped to block the progress of the railroad engine beyond question. But Stephenson's reply was the *reductio ad absurdum* which made further opposition impossible.

Among American cities it has been popularly supposed that Philadelphia stood for everything that was slow and non-progressive. Its very nickname, Quaker City, served to express this idea. To the slow-going motorphobiacs the staid old city represented an obstacle as insurmountable as the "coo" on the road to the coach driving Britishers of a hundred years ago. Hence, the epidemic of hostility to the automobile naturally reached its climax when the motorphobists attempted to impose a speed limit "not faster than a walk" on Philadelphia automobilists.

The spectacle of horseless carriages crawling along the streets at the speed of a baby's perambulator, was too much even for staid Philadelphians. To a man the owners of automobiles in that city rose to protest against the absurd five-mile-an-hour ordinance. Stephenson's imaginary "coo" butting an imaginary steam engine did not present a more ludicrous appearance than the Philadelphia council with its baby carriage speed ordinance attempting to check the progress of the automobile.

As Stephenson's "coo" blazed the way for the steam engine, so the baby carriage ordinance of Philadelphia promises to lead to good results in hastening a period of common sense regulations governing the speed of automobiles. The substitute ordinance, based on the law in France, where the automobile has long been regarded as an object demanding attention from the government, is a rational solution of the problem. As such it should certainly be adopted. And if the Quaker City leads the way to similar legislation in other centers, she will merit pre-eminence at the hands of the future historian of automobilism, not even second to Stephenson's deferential "coo."

Mosler Spit-Fire Plug

A NEW device of great merit, and one which should be of value to those interested in automobiles driven by combustion engines, is the Spit-Fire Plug manufactured by Arthur R. Mosler, of New York.

The object is to improve the form and arrangement of electrical ignition used in the jump spark method on hydro-carbon motors. Protected porcelains and sparking points prevent the oil used as a lubricant from depositing on the exposed insulation of the plug when carried into the compression chamber of the engine in the form of a spray. The protected insulation forces the deposits of oil to seek the outer surface of the metal casing instead of reaching the porcelain. In the small chamber on the end of the plug, because of the limited size of the aperture through which the gases are fired, an explosion takes place. An earlier spark is allowed. The entire charge is ignited by the projection of fire or spit-fire, through the small opening.

The length of the spark can never be altered by bending the wire when putting the plug in position by reason of the protection of the sparking points.

The center sparking rod is made of a specially prepared nickel-steel composition which will not oxidize. The spark formed between the end of this rod and

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the casing, which acts as a condenser of electricity, will cross the gap more easily than by the regular method. Mr. Mosler's device, it is claimed, in this way effects a considerable saving in current. By having the center rod threaded and held in position by a nut and a lock nut, it is possible to obtain any length of spark by means of a screw adjustment. Harmony between its resistance and the resistance of the vibrator on the spark coil is easy of attainment. The advantage of this system over the ordinary platinum wires which can only be set approximately by bending them backward and forward, invariably causing ultimate breakage, can be seen at a glance.

A most desirable feature of the plug is that all its parts can be readily replaced. The porcelains are reversible, thereby doubling the life.

The plug is made for $\frac{3}{8}$ and $\frac{1}{2}$ -inch standard iron pipe threads, and also for the standard De Dion thread. Blank plugs, which can be threaded to suit, are also provided by this progressive and wideawake house.

Dayton Ignition Dynamo

A COMPARATIVELY new ignition dynamo is placed before the automobile world by the Dayton Electrical Manufacturing Company, of Dayton, Ohio. The machine, while absolutely dirt and water-proof, allows of easy access to its working parts, even when in operation. The brush holder is extremely simple and durable. Jar and vibration have no appreciable effect on the dynamo, or on its regulating attachments. The governor regulates its speed and keeps it constant even when the speed of the gas engine varies. Provision has been made for regulating the dynamo when driven by belt, friction, gear or chain. The workmanship and material used in the manufacture of these dynamos are of the same grade as are used in the larger machines employed for lighting and power purposes.

The same concern offers a storage battery of four volts capacity, without a joint, designed especially for ignition purposes. One of these batteries used in connection with the above described dynamos makes an ideal igniting outfit. Any good make of coil for touch or jump spark can be used. Current is taken from the battery until the engine is up to speed, after which the necessary power required for sparking is supplied by the dynamo. It also keeps the battery full charged. The dynamo when fitted with a governor can be used alone in a number of cases, or with primary batteries for starting.

Hotels for Automobilists

A CIRCULAR has been issued by the Automobile Club of Great Britain and Ireland to hotel keepers, as follows:

The club has over 1,500 members. The committee are appointing hotels throughout the United Kingdom for the convenience of its members. Automobilists are, in daily increasing numbers, visiting hotels throughout the country.

Experience on the Continent has shown that hotels which have on their walls the sign indicating that they have been appointed by the automobile clubs of their

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respective countries, obtain the custom of the automobilists staying in the various towns.

The following are among the essential conditions qualifying an hotel for an official appointment :

The proprietors of the hotel to agree to charge the members of the club a fixed tariff (to be accepted by the club), and not to alter the tariff without giving three months' notice in writing to the club.

The club do not insist upon any particular tariff, but leave it to each hotel proprietor to fix the tariff, or if he desires it to give a discount off the ordinary tariff.

The hotel to find suitable storage accommodation for motor vehicles under cover, and to charge for the same a sum not exceeding 1s. per night for storage, and 1s. for washing the carriage. No charge to be made for the storage of vehicles of members taking their meals at hotels, but not staying the night.

Hotel yards or other places provided for the storage of motor vehicles to be provided with a water supply and a hose pipe at least 10 yards long, by which the water tanks of motor vehicles may be filled.

The proprietors of hotels to keep or undertake to procure from adjacent stores petroleum spirit and lubricating oil, suitable for motor vehicles, at a price to be agreed upon between the club and the proprietor.

The club provides an official plaque, which will be supplied to hotel proprietors on receipt of a deposit of two guineas, the deposit to be refunded if the plaque is returned in good condition, fair wear and tear excepted, on termination of agreement.

The committee will issue or cause to be issued a list of official hotels and their tariffs.

Sport and Utility

The eighth annual international exhibition of automobiles and accessories will be held under the auspices of the Automobile Mutual Protective Association during the last week of March at the Royal Agricultural Hall at London, and it is expected that many American automobiles will be on exhibition. Earl Shrewsbury is the president of the association and many other prominent Englishmen are identified with it. Machines will be shipped from New York to London and back in one consignment in order to obtain the lowest freight and insurance rates.

In California arrangements are being made at Placerville to establish a passenger automobile to cover a route of about 75 miles over mountain roads. This passenger automobile will cover the distance between Placerville and Tallac, Cal., in one day, along the State road by the south fork of the American River.

A new field for the automobile has been discovered at Kalamazoo, Mich., for the purpose of railway inspection to take the place of the old-style velocipede propelled by hand. It is expected that this innovation will give great results.

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Automobiles for public hire are again coming into use in Chicago, especially for theater parties and park work. Society people there have taken kindly to the idea and the new venture promises to be a success.

The latest use for the automobile truck is for moving iron safes. The machine for this work has two propelling motors and a third elevates the safe to its place in the building. The records made already show that three men can place a safe on the seventh floor of a building in six or seven minutes, where it formerly required eight men 2½ hours.

An automobile stage has been put on between Roseau and Stephen, two little Minnesota towns, and has been such a success that another automobile will be employed in order to do away entirely with ordinary stages and about 25 horses.

Automobile owners in Pittsburg are fighting a tax imposed by the Pittsburg authorities under an old vehicle ordinance. There is no direct ordinance on the subject and the automobilists hope to win.

A 100-mile endurance test with a 15-hour speed limit for automobiles of all makes has been proposed in Kansas City, and will probably soon be held.

Automobile owners in Cleveland are required to pay a license fee of \$1.00 to have their machines numbered with big aluminum numbers. This caused some trouble, one owner protesting with great indignation that the placing of the numbers ruined the looks of his automobile.

An interesting question has just been decided in Chicago, where a justice gave a decision that a motor cycle is not an automobile. This question has come up time and again, and the decision of the Chicago justice will be read with much interest.

Wichita, Kan., is rapidly coming to the front as a center of manufacture of automobiles. Several new factories have recently been put up and a big race meet may be held there this Fall.

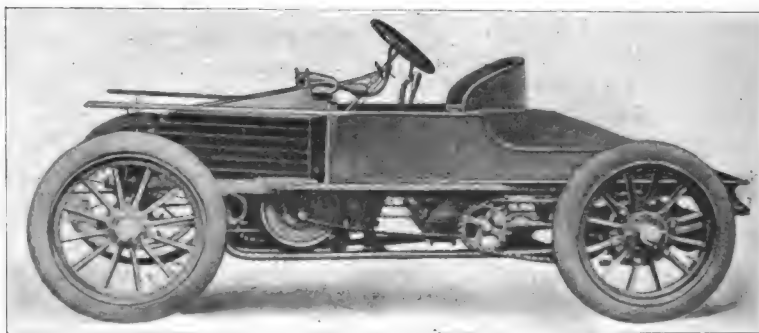
Messrs. Lippincott, Philadelphia, will shortly issue an interesting volume of personal experiences, entitled "Two Thousand Miles On An Automobile, by Chauffeur." The work, which covers 275 pages, is a record of travel through nine States of the Union and Canada, and is ably illustrated by Frank Verbeck. The author, who elects to conceal his identity under this nom de plume, is understood to be Mr. A. J. Eddy, whose enthusiasm as an automobilist and brilliance as a public speaker should insure more than ordinary interest in the forthcoming work.

At Cleveland last week Alexander Winton is claimed to have smashed the world's automobile record, when his Bullet went a mile in 0.51 1-5, shaving two-fifths of a second off Fournier's record. A mile straightaway course had been

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laid. Winton managed the machine himself, and was accompanied by his racing companion, Charles B. Shanks. For the first trip Shanks' watch showed that the mile had been made in 1.01 2-5. At the end of the second trial the watch showed that the mile was finished in 0.51 1-5. The world's record is held by Fournier, who made a mile in 0.51 3-5.

A Chicago genius has solved the problem of preventing the fast running of automobiles by inventing what he calls a "speed recorder." By means of this novel appliance an automobilist can tell at the end of a run just how far he has gone, how long he stopped at various points, and the exact speed at which he traveled at any point in his journey. It includes a cyclometer and a traveling tape operated by an accurate chronometer, with means whereby at the end of each mile a mark is made on the tape. If, for example, there is a stamped mark at 2.30 and another at 2.36, you have traveled that particular mile in 6 minutes, but if the second mark was at 2.31.45 you would have traveled the mile in 1 minute and 45 seconds, or about 35 miles an hour. You would have, therefore, an accurate record of the whole run. The object is to attach this recorder in a sealed and locked receptacle under the automobile, and to cancel the license of anyone who does not submit his machine at stated times for examination. The name of the man who has invented this wonderful scheme is not disclosed.



PARIS-VIENNA—ENGLISH WOLSELY RACER.

The Duryea cars are obtaining such a foothold in England that the English company, under the leadership of Henry Sturmev, is contemplating taking up their manufacture abroad, in a factory to be located at Coventry.

The formal opening of the new storage station of the Pittsburg Automobile Company on Centre avenue took place on Saturday last, and many people called to look over the excellent arrangements made for the care of automobiles in that city.

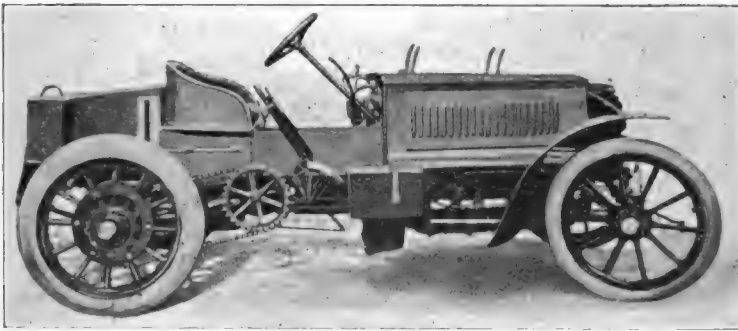
The new factory equipment of the Ohio Automobile Company is now about completed, and they are enabled to fill orders for the popular Packard carriage in a reasonably prompt manner. The addition to the factory was pushed night

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and day for over two months and now they have an exceptionally fine plant; in fact, the equipment was increased two-thirds, adding over 40,000 square feet of floor space in new buildings. Two forces working day and night are at work turning out the Model F carriage.

James McConnell, the 14-year-old son of S. P. McConnell, vice-president of the Fuller Construction Company, started on Saturday on a trip to Chicago in a 4-hp. Oldsmobile. He probably is the youngest automobilist to attempt such a journey. Young McConnell has been the owner of a handsome little machine for the last three months and is now an expert chauffeur. The start was made from 138 West 38th street, young McConnell taking with him George Garrett, fifteen years old, as companion and chauffeur. The owner expects to go 100 miles a day.

The Pittsburg Automobile Company gave a public reception at its new repository on Saturday last. Most of the leading automobilists of the city were on the reception committee, and every one interested in automobiling made a point of being present.



PARIS- VIENNA—PANHARD RACER.

The Secretary of the Treasury has sent word to the collectors and other officers of customs that the regulations of the Department of June 3, 1902, regarding the free entry of bicycles of tourists brought to this country for temporary use not exceeding three months are extended so as to include automobiles brought by tourists from abroad for a stay not exceeding three months, but in such cases formal entry will be required and a careful examination and appraisal made at the port of importation and a bond with penalty in double the estimated duties under Article DLXIII. of the customs regulations will be given by the importer, conditioned for due exportation of the automobile covered thereby within three months.

Wood wheels for automobiles appear to be gaining in favor. Manufacturers throughout the country are giving more attention to the wood wheel as compared with the wire wheel construction, though few seem to know what is required

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for their gear to supply the necessary strength and at the same time retain a handsome construction. The Standard Wheel Company, of Terre Haute, Ind., has for sometime been making the Concord automobile wheel, which is said to meet all these requirements.

An enterprise is now being matured by Frank L. Wilson, the Deep Creek operator, of Salt Lake City, Utah, to bring that mineral section to the attention of investors. Inside of 60 days he expects to have it launched. It is the establishment of an automobile rapid transit line between Salt Lake City and Ibadah, a distance of nearly 180 miles. It is the intention to put into service an automobile with seating room for nine persons, and he has no doubt that with a full load the distance can be covered in 10, and not to exceed 12 hours, whereas it now takes two days and one night to make the trip by rail and stage.

The Des Moines, Iowa, Automobile Company has tendered members of the several automobile parties in Des Moines the use of a portion of its new building on Ninth and Grand avenues, for club purposes, and for a place of safe keeping for their machines. The place designed is 50 x 44 feet, and will be fitted with necessary power machines for the automobiles, a wash rack, and lockers for members of the club. It is believed the offer will be accepted, and a complete reorganization of the separate clubs into one effected.

The third successful run of the "Gas Belt Auto Club" was made last Sunday afternoon, from Muncie, Ind., to Matthews and return. The trip direct to Matthews was made in remarkably good time, just 59 minutes. The return trip, by way of Eaton, was made in 1 hour and 40 minutes.

The party was composed of Captain Jesse A. Stephens and J. P. Walters, in an "Elmore;" F. R. Thrall and Cary Crozier, Oldsmobile; Mr. and Mrs. W. N. Woodward, Oldsmobile; A. M. and Fred Klein, Locomobile; W. L. Davis and family, two-seated Toledo; Charles Van Buskirk and family, two-seated Toledo. At Matthews, Messrs. Ira L. Neely and Dr. Holliday, of Fairmount, joined the club with their automobiles.

A Mexican Mix-Up

A CORRESPONDENT of the New York Sun, traveling in Mexico, appears to have had one of those amusing experiences which seem to be the exclusive privilege of writers to that paper. This is his account of it, sent from Zacahueitcatlan, Mexico:

I went up town in my steam cart, as the natives here call it, and while running along the main thoroughfare of the town at about six miles per hour, I met a peon on a big brown burro. I never knew burros took any interest in life before, and I certainly had never seen one sufficiently awake to get giddy, but this one no sooner got his eye on my machine than he went clear stupid. I don't think the peon was more than twice as scared as the burro; in fact, I think it was nothing but pure burro on the burro's part. The cussed animal actually had a

AUTOMOBILE TOPICS

smile on his face for a second, then he humped his back, set back his ears, and jumped west by three-quarters north about ten feet, but the peon dismounted on his mouth. I don't know yet which of us was the most surprised, the peon, myself, or the burro, but probably the peon, because I was too highly amused, and the burro immediately went to eating grass. The poor peon alternately swore and spat out dust and gravel.

Being of a mind to compensate the fellow in a way, I placed my hand in my pocket to get a dollar, but suddenly realized that I was under arrest, a gendarme having approached and laid his hand upon the machine. Perhaps you understand the utter futility of protesting to a Mexican gendarme, and the terrible consequences of retarding such ponderous machinery as Mexican law. Without much palaver we decided to proceed to court at once and adjust the matter before the District Judge, taking the steam cart and burro along as exhibits. Do you know anything about District Judges in Mexico? Well, in too much wisdom there is sadness, so let a good thing alone. Arriving at the adobe of Justice, we entered the tribunal, leaving the machine and burro outside until required in evidence.

After the usual formalities in the court the peon entered a complaint, claiming damages for one broken cinch band, injuries to his mouth and body, and personal humiliation in public, all caused by my steam cart and for which I was responsible. In my own defence I contended that the burro had not been frightened, but merely possessed of a devil, in support of which I invited their attention to the subsequent action of the brute in eating grass, and furthermore guaranteed that further investigation would show that the burro was in no way afraid of my steam cart.

"Oh, wise young man," said the judge, "I'll fine you \$10, and then we will investigate," whereupon I let go the ten and the court adjourned to take a look at the exhibits. Can you imagine my disgust, upon walking on to the street, to find that that brown burro had chewed a hole in the box of my steam cart and was at that moment complacently sucking the varnish off it, while the gendarmes on guard stood wrapt in wonder. After attaching the burro to a neighboring post we re-entered the court and the noble judge fined the peon \$5 for maintaining a destructive beast and allowing it at large in the public streets, despite the poor man's protests that it was at that time in the hands of the law.

Seeing that nothing was to be gained by further investigation on the part of the court, I asked permission to withdraw, which being granted, I went out and waited for Mr. Peon. That gentleman appeared promptly, with tears in his eyes, and looking sadly at his burro, but when I had persuaded him to accept \$5 for his trouble and a drink of tequila for friendship, his woes were easily dispersed, and ten minutes later we moved off, Mr. Peon in the seat beside me and the Katzenjammer burro tugging hard behind on his halter, while the venerable judge watched us from the window with a look which seemed to suggest another \$10 from each of us for contempt of court. N. M.

The Locomobile Company of America has declared a semi-annual dividend of $3\frac{1}{2}$ per cent. on its 7 per cent. preferred stock.

AUTOMOBILE TOPICS

"Motors and Motor Driving," by Alfred C. Harmsworth and other writers is an excellent book just published by the Badminton Library. To the beginner in the art of automobiling the book will be found invaluable, comprising, as it does, all that an ordinary man ought to know about an automobile and giving the lesson in terms as simple as A B C.

Automobile Events to Come

- July 12.—Chicago Automobile Club, 100-mile non-stop contest.
August 23.—Long Island Automobile Club, races, Brighton Beach track.
July 4-10.—Mid-European Motor Wagon Association, long-distance automobile competition, from Berlin.
July 27.—Lyons Autocyclophile Club, consumption trial, Lyons.
October 18-27.—International Automobile and Cycling Exhibition, Crystal Palace, Leipzig.

Trade Notes and News

[Insertions under this caption 3 cents per word; minimum 50 cents per insertion. Payment must invariably be made in advance—in postage stamps if desired—as no accounts can be opened for this class of advertising.]

PURCHASERS for imported and domestic automobiles constantly on hand. Those desiring to sell can make quick deals. R. E. Jarrige, Yacht and Automobile Broker, 523 Fifth Ave., New York. Telephone, 6029-38th.

ADVICE TO PURCHASERS.—My business is advising prospective purchasers of automobiles as to what machine is best suited to their requirements. I have had five years' experience with all the principal makes, having made two trips to Europe for the purpose. My advice is absolutely unbiased. Write to C. W. KELSEY, CHESTNUT HILL, PHILADELPHIA, PA.

FOR SALE—Mark 8, Lot 5, Columbia Gasolene Automobile. New tires and leather top. \$700 F. O. B. Philadelphia. C. Pardee, Jr., Hazleton, Pa.

TWO 1901 COLUMBIA STANHOPES, in perfect condition, without batteries, \$550.00. Seely Manufacturing Co., Pittsburgh, Pa.

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is made of the best of French Kid and is the lightest automobile garment made in America. Has standing collar and is single-breasted.

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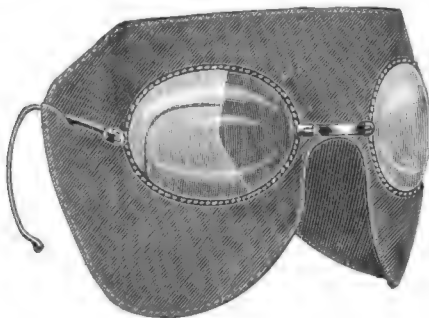
make it the most complete Summer Costume on the market.

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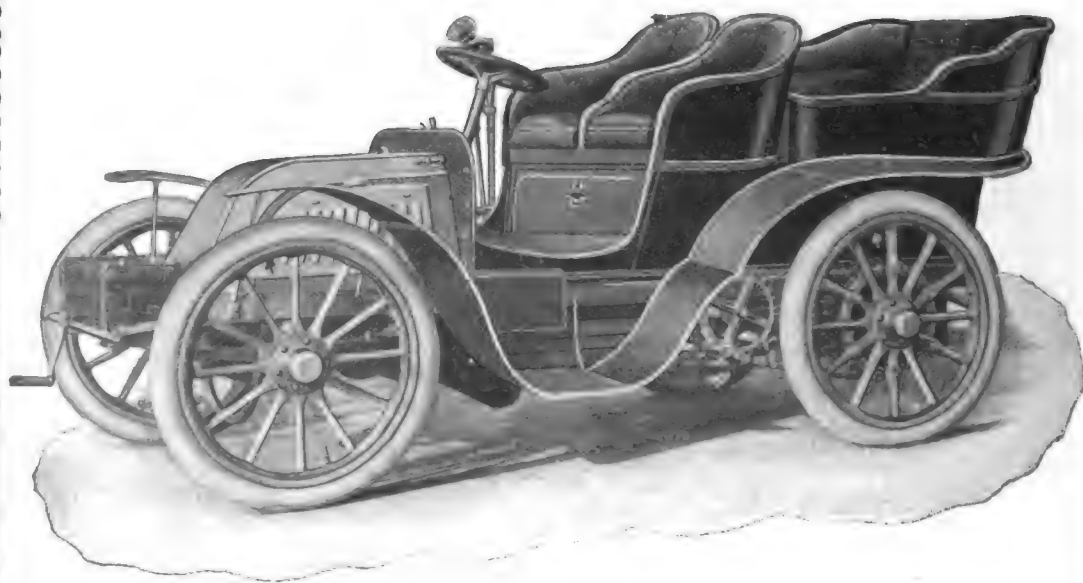
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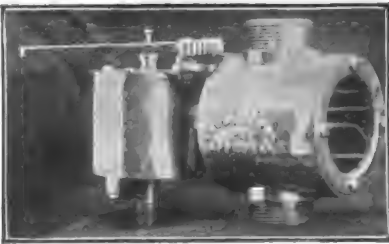
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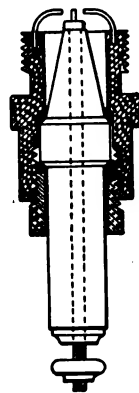
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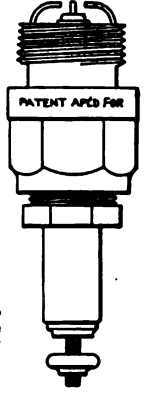


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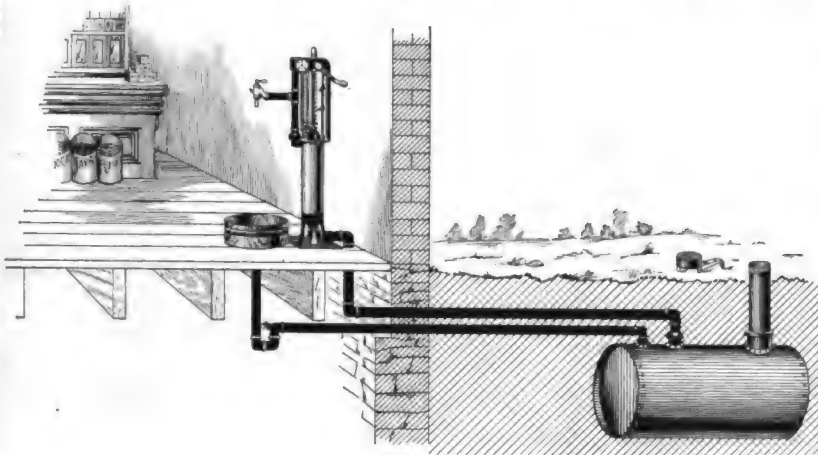
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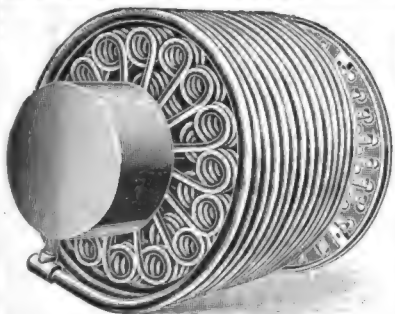


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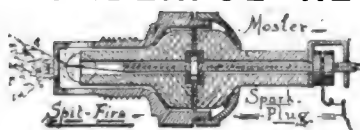
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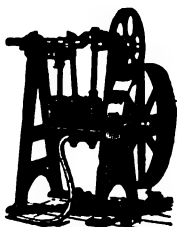
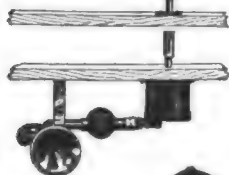
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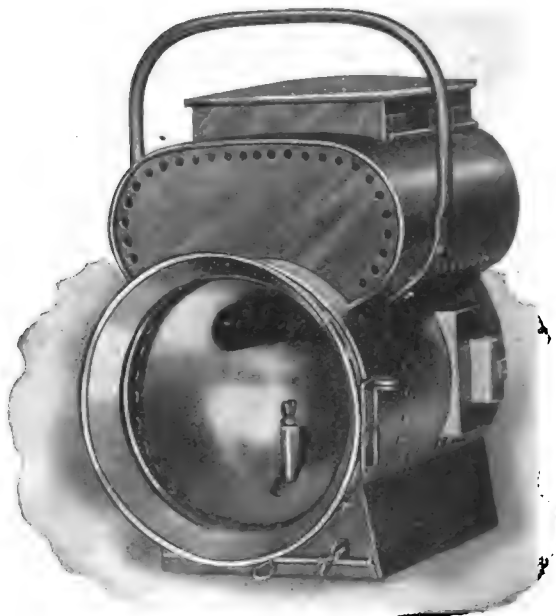


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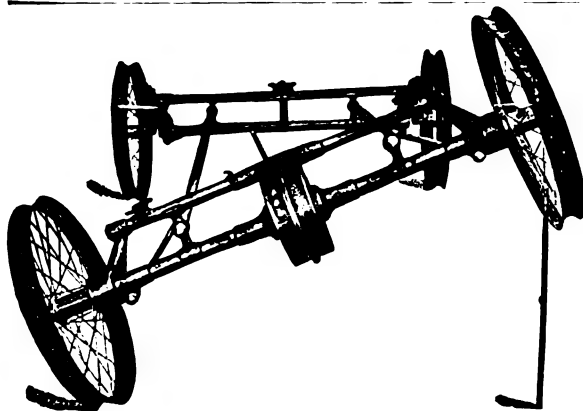
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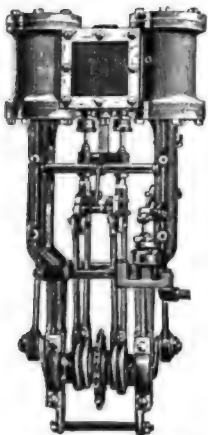
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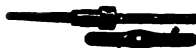
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Automobile Topics

Illustrated.

Vol. IV.

NEW YORK, JULY 12, 1902.

No. 13



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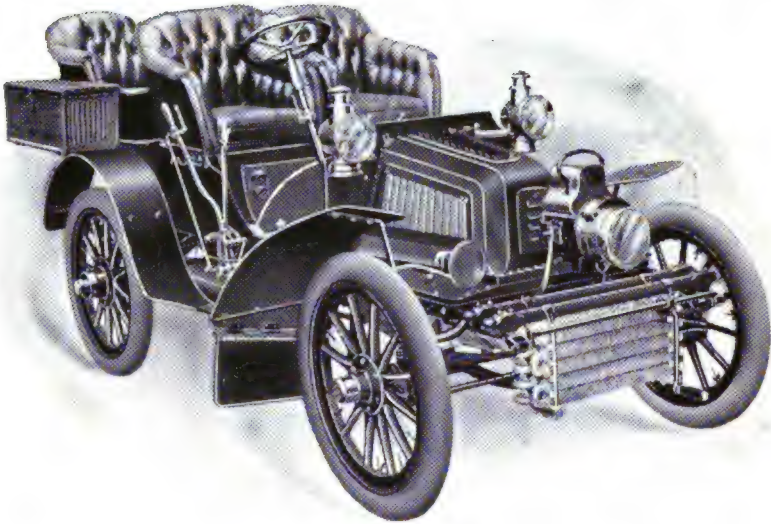
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See Account Long Island Endurance Run, Page 536, Horseless Age

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Runabout,	6	horse-power,	2	passengers,	\$1,200
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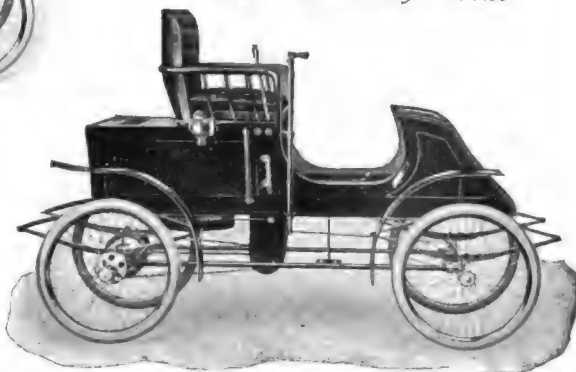
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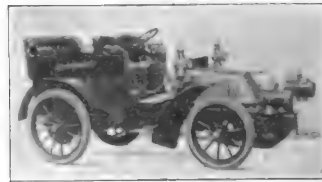
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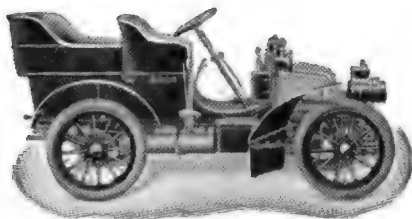
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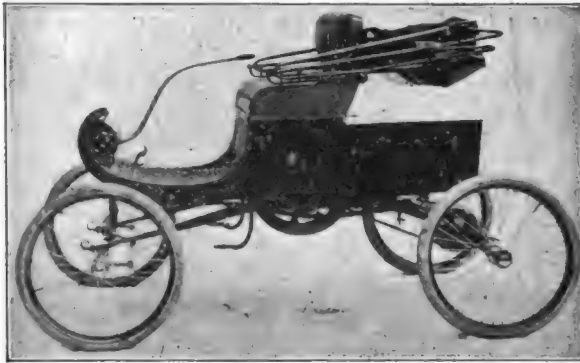
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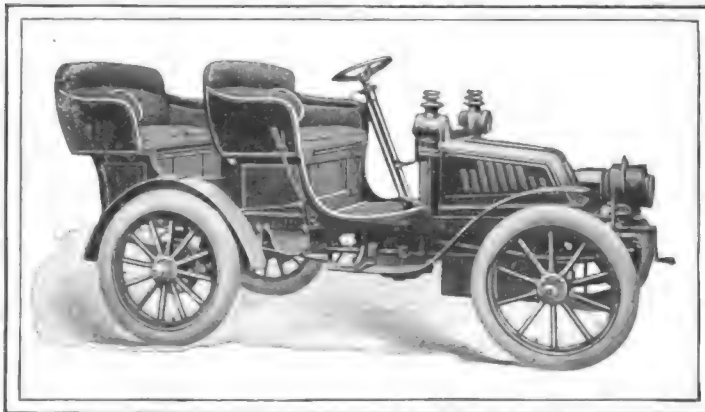
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Automobile Topics

Illustrated

VOL. IV.

JULY 12, 1902.

NO. 13

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VOL. IV.

JULY 12, 1902.

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Common Sense Won the Race

THE danger of overlooking the lessons of experience in motor vehicle construction was never better shown than in the result of the Paris-Vienna contest. It took many years for French and German manufacturers to discover that an automobile running gear to support an engine power of a certain strength must be of a certain weight, and must possess structural durability of a known quality.

While the early experiments in the building of low-powered cars by such experts as the Comte de Dion were being made, Benz, Panhard and others began to work on the problem of how to build the higher powered vehicles. Last year, builders of the Mors cars carried off the two greatest plums in the automobile racing world—the first place in the Paris-Bordeaux contest, and the first place in the Paris-Berlin race.

Immediately the envy of the other French manufacturers was aroused. Charges are made by interested parties that wires were pulled in such a way as to bring about the adoption by the Automobile Club of France of the racing rules under which the recent Paris-Vienna contest was carried out. The principal regulation established was that no car weighing over approximately 2200 pounds was to be entered or allowed to go into the contest. This regulation did not specify any limit to the horse power a manufacturer was at liberty to crowd into his machine. Indeed it was well understood that any amount of power could be rightfully installed in a vehicle. In adopting this rule the Automobile Club of France, whether or not its purpose was to favor any individual firm or firms, as some claim, with a show of reason, more than stultified itself by kicking over in a minute all the lessons of experience taught by years of expense and labor. These lessons were all forgotten in the blind jealousy of the motor car makers, who should have known better than to allow the club to adopt such a rule by refusing to build vehicles to race in a contest governed as was the Paris-Vienna.

The result of the race is well known. M. Marcel Renault, in a 30-hp. car, bearing his own name, distanced without any difficulty the Panhard cars run

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by Farman and others. These vehicles, when they left Paris, were said to have 70 horse power. When they reached Vienna they are said to have had 50. The discrepancy in the two statements makes it difficult to even hazard a guess as to what was the true power of the cars entered.

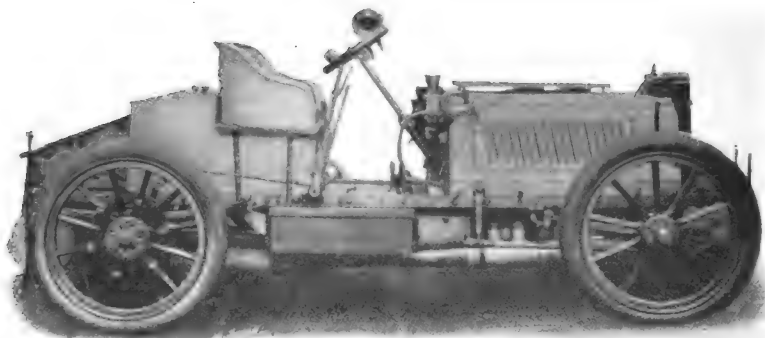
The result of this contest shows, as nothing else can show, that the laws as to the distribution of weight in an automobile are as good to-day as they were when first discovered. To attain a certain result, the factors which go to make up that result must be present. The showing made by the heavy cars in the Paris-Vienna contest which have been successful in other years, attest the truth of the statement that the necessary factors were not present in their construction. Witnesses state that the cars, because of their light weight and excessive power, danced all over the course, and that at times it was with the utmost difficulty that the vehicles were kept in the road.

Another proof of the foregoing is that M. Renault's car weighed 1500 pounds, whereas the Panhards, with more than double the power, weighed only 2200 pounds.

When a flagrant violation of experience is attempted, the result cannot help but be disastrous. The Automobile Club of France is primarily responsible, because it forced manufacturers to conform to its rules, while the manufacturers themselves displayed but little common sense in entering vehicles in a contest where the regulations were so absurd. The only makers of the heavier type who seem not to have been taken in are the Daimler people of Cannstatt, Germany, and they are to be most heartily congratulated on their foresight and shrewdness.

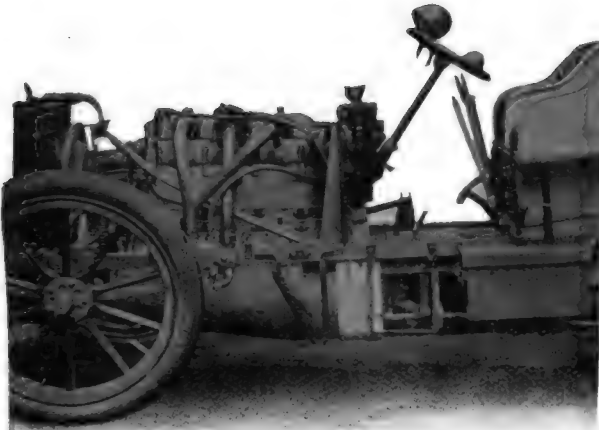
The Winning Napier Car

THE new Napier machine, in which Mr. Edge won the Gordon-Bennett cup, differs in many respects from any previous car manufactured by that company. It is fitted with a four-cylinder motor of 30 hp. This is arranged in front, as usual, and the power is transmitted through a change-speed gear and a longitudinal shaft to the differential gear on the live rear axle. The change-



40 H.P. NAPIER—WINNER OF GORDON-BENNETT CUP.

AUTOMOBILE TOPICS



40 HP. NAPIER—INLET SIDE.

speed gear itself is so arranged that when on the high speed a direct drive is obtained from the crank shaft to the bevel wheel, which is in mesh with a corresponding wheel fixed to the casing of the differential, the frictional loss in the gear-box being thus reduced to a minimum when traveling on the top speed. The wheels appear to be of somewhat smaller size than in previous models, and the car has a long wheel base.

To Build a Steel Road

THE Steel Roads Committee of the Automobile Club of America is making rapid progress in its work, and through its energy, together with the liberality of the United States Steel Corporation and the hearty co-operation of the city authorities a thorough demonstration will very soon be made in this city of the merits of the steel highway system under various conditions of the service.

The chief difficulty was to get the special shape of steel rolled. None of the outside mills were willing to furnish it, or even to take an order for regular sizes requiring prompt delivery, but when Charles Seligman of the committee met President Schwab he found him in full sympathy with the movement and ready not only to furnish the special forms and deliver them promptly, but to contribute the steel for a mile of road as a free gift.

Gen. Stone, the designer of the proposed road, has already conferred with the steel corporation's experts on the details of construction, and the material will be delivered in six weeks.

President Cantor has shown a warm interest in the affair, and by his direction Chief Engineer Olney is to recommend suitable locations for sections of the road. It is intended to place one in the heavy trucking region down town, another in a street of general travel, and a third on a suburban earth road.

The track plates will be 12 inches wide and will be laid on special foundations of broken stone.

An English engineer who recently inspected the steel road at Valencia, in Spain, reports in the highest praise of it in every particular. This road has been in use for ten years.

Fallacy of Guessing Speed

IS it possible to tell the speed of an automobile in motion without any other indicator than one's senses? is the question asked by M. Baudry de Saunier in an interesting article in *La Locomotion*.

Two members of the Automobile Club of France have made an wager on this question and it is to be decided next week. An automobile equipped with a distance indicator will make a trip from Paris to Cernay and back carrying the two men and an umpire. The latter, who will have the indicator in his possession, will ask each of the contestants ten times, "How quickly are we going?" At the same moment by means of a stop-watch he will note exactly the speed in which the vehicle is traveling. Each contestant, according to the terms of the wager, will have ten seconds before answering, and his answer will be adjudged correct if it comes within ten per cent. of the actual speed recorded by the umpire. Thus, if the speed is 20 kil. an hour, he will be considered to have answered correctly if he says either 19 or 21.

Will this wager be interesting? asks M. Baudry de Saunier. Will it teach us anything? If the one making the wager wins, will he tell us the secret of his mental process for accurate time keeping? Certainly not. Simply because he has no such process and cannot have. The gentleman who makes this wager and whom I have the pleasure of knowing, is only a man; that is to say, an individual possessing the ordinary senses of the rest of men, and no more. The attempt which he is about to make is exactly as if he should essay to distinguish the temperature of ten vessels filled with water heated to different degrees by simply plunging therein his arm. After testing the water at 35 degrees, he would probably find a vessel at 15 degrees close to freezing, just as he would find the first one hotter if he had tried the lower temperature first. True, his answers in such an experiment might come within ten per cent. of actuality, but that would only argue that he was a good guesser, not that he was a real thermometer.

The matter of speed is simply a term, just as heat and cold. It is in fact nothing more than the relation between certain distances and a certain time; for instance, a hundred metres covered in 5 seconds means a hundred divided by 5, or 20, which signifies speed. That is to say, 20 metres covered in one second means 72 kil. in one hour. Speed is nothing but a quotient. Mankind, thank God, does not possess any instinct sufficiently mathematical to give a sensation as accurate as a quotient. A quotient is the outcome of reasoning by a simple sum in division. Whenever we say a thing passes slowly or quickly, or when we say we are traveling at such a rate per hour, we make instinctively our division. Let us see what our chances are to err in this. A man may be able to say that an object is hot or cold even though he has no other means of judging but by comparison with his own body. His senses enable him to appreciate more or less exactly the temperature of an object with which he comes in contact; but speed, which can only be known to us by a combination of sensations, has no particular sense belonging to itself. A man up in a balloon having lost sight of the earth and surrounded entirely by clouds is absolutely unaware, not only whether he be traveling quickly or slowly, but even whether he travels at all; whether he is rising or falling. He seems to be absolutely stationary in the clouds. What means has he to inform

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himself of speed? There is no possibility of securing data of time or distance. True, he may have a watch to tell him the time by day, but what will tell him anything about distance? He has got one of his factors for his sum in division, the divisor, but how to obtain the dividend? Hence, he is unable to arrive at the quotient, which is speed. What must he do to obtain this quotient? He begins by putting his watch back into his pocket. Then, if he attempts to trust to his sense of sight, he is not much better off. He throws out from the basket of the balloon a scrap of paper. He watches if the distance between the balloon and the paper is great or small within a given time. By this means he may, in a slight measure, judge if the speed be swift or slow. But it is the merest guess work, and would never come within ten per cent. of actual fact save by the remotest chance.

In order to judge the distance by the eye it is necessary that one must take into consideration factors at the same time too large and too small for human sense to properly estimate without gross errors. At the outset we are unable to judge distance approximately even when it is very small. It has been shown that men who are in the habit of measuring by metre every day were not able to do so instinctively, that is to say, without a measure, without making errors of 15 per cent. Such errors would increase pro rata when estimating greater distances. Surveyors and marksmen frequently make errors of 100 to 500 metres when they trust their eyes solely to measure long distances. Thus, in judging the speed of an automobile which only treats of great distances, we must take one factor of our sum in division, the dividend, on a false estimate.

Next as to our ability to judge the factor of time. Custom has made us able to feel almost exactly how long a second is. But who could pretend to say what the tenth part of a second is? Yet when we come to judge the speed of an automobile we must treat with minute fractions of time of tenths of a second, which totally escape our senses. It follows, then, that the gentleman making this wager, being only a man and not a mechanical speed indicator, will answer the ten questions put to him about speed by simply guessing. His mental faculties will be altogether incapable of furnishing the elements of a true calculation. He will merely say, as he experiences one or more sensations during the ten seconds allowed for his reply, "*I think* we are going at such a speed an hour." Now, where will we get these sensations? The more or less rapid disappearance of trees by the roadside, the vanishing of the perspective of the road under the vehicle, the violence of the compact of the air, and finally the vibration of the vehicle itself. But all these data are unreliable. The distance between trees varies constantly, a straight and narrow road seems to vanish much quicker than a wide road. The breeze in front or behind may arrest or aid concussion with the air. The carriage itself may be on pneumatic tires or on wheels. What good, then, will these indications be to a chauffeur finding himself on any automobile? Thus we arrive by deduction at the only true hypothesis. If the gentleman gains his wager, otherwise than by a happy coincidence, he can only do it upon a vehicle which he knows very well, with which he is very familiar, which he has frequently controlled with an indicator; in short, upon his own vehicle. In such a case, by the association of ideas altogether natural, he may be able to say with something approaching accuracy the speed at which he is going. The throbbing of the motor, the turning of the wheels,

AUTOMOBILE TOPICS

and a thousand other minute details only known to himself and applicable only to that individual vehicle, may enable him to recall to his memory the true answer on the question of speed. But, surely, it would be absurd to reach a general conclusion from such a particular case. One cannot estimate speed from the senses (as policemen attempt to do), because speed is the result of a mathematical calculation and our senses are the born enemies of mathematics.

Anti-Automobile Crusade in L. I.

DISTRICT ATTORNEY NIEMANN, of Nassau County, has declared war on fast automobiling. On Saturday afternoon his men arrested three offenders. He caused observers to use stop watches on measured courses.

The men arrested were: Howard A. Dietz, of Hempstead; Read Holliday, of 45 Brevoort place, Brooklyn, and Thomas J. Donahue, of 2023 Broadway, Manhattan, who is stopping at Long Beach. Dietz pleaded not guilty and was released on bail. Holliday and Donahue were fined \$25 each, which they paid.

District Attorney Niemann had several courses laid out by surveyors in Freeport, Hempstead and other parts of the county. Four officers were sent out to



70 HP. PANHARD RACER—IN PARIS VIENNA RACE.

watch the roads in incorporated villages, where the law limits the speed to eight miles an hour.

The officers selected the Freeport road and two men were stationed at each

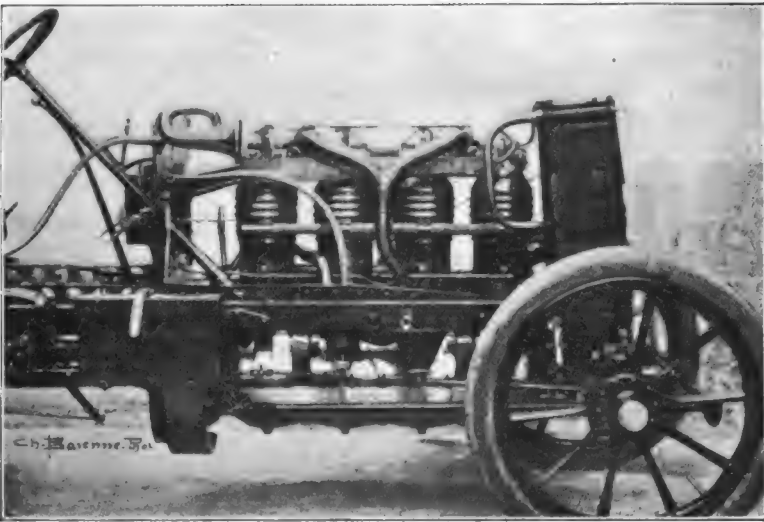
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end of the course. Each held a stop watch. The vehicles were held up until their speed was figured out. In some of the cases the speed of the offenders was fixed at fifteen miles an hour.

On Sunday afternoon seven arrests were made, mostly of motor cyclists, the result of similar stop watch proceedings.

At the beginning of the quarter-mile stretch in Merrick road the police had arranged a system of signals, so that the watchers at either end of the stretch were enabled to inform those at the other the exact time at which a vehicle entered the stretch.

If the vehicle arrived at the finish line at a rate of speed that showed it was traveling at more than eight miles an hour it was halted and the driver arrested.



MOTOR OF 70 HP, PANHARD RACER.

Police Justice Wallace was on hand and held court, when the following penalties were inflicted:

Jonathan Godfrey, fined \$15.

Edward D. Thurston, Jr., fined \$10.

W. H. Dubois, pleaded not guilty and gave bond for trial on July 14.

George Miller, fined \$15.

George Fisher, Jr., fined \$5.

Edward W. Wyatt, fined \$5.

Sylvester G. Averell pleaded not guilty and gave \$100 cash bail for trial.

Most of these were riders of motor cycles. The automobilists had taken warning and ran more slowly along the road, especially along that section where the measured course was.

Mr. Niemann, in speaking of the success of the plan, is reported to have said: "Those thus far arrested have got off with light fines, because the practice of

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speeding all sorts of vehicles has been so general that no undue advantage is desired. Later the severity of the fines will be increased until probably before long the usual fine will be the maximum allowed by law, which is \$50. In case of a second conviction it will be safe to say that the law will be enforced to the utmost. Second conviction is to be followed by a fine of \$50 or imprisonment, or both fine and imprisonment, at the discretion of the justice."

The crusade is to be continued each day. The officers used to the work will be shifted from place to place, and the places measured are so many that there will be no safety for violators of the law. If a chauffeur after being warned to stop attempts to get away, the officers signal down the road to a point where a furniture truck is stationed. This is at once swung across the road and all traffic stopped, so that the vehicle signalled must slow down and the driver submit to arrest.

The following notice has been placarded throughout Nassau County:

"Fifty dollars reward. The above reward will be paid to any person furnishing evidence which will lead to the arrest and conviction of any person who drives or operates an automobile or motor vehicle upon any turnpike or public highway within any incorporated village in the County of Nassau at a greater rate of speed than eight miles per hour, or upon any turnpike or public highway in said county outside of incorporated villages thereof at a greater rate of speed than twenty miles per hour in violation of the law of this state. (Signed) James P. Niemann, District Attorney, Nassau County."

Standard R. B. Co.'s New Transit

THE Standard Roller Bearings Company, of Keene, N. H., will build steam vehicles at the factory they recently purchased from the Steamobile Company of the same place.

The new machine is to be called the Transit. It is built for two, but will carry four persons. The carriages have water tube boilers and burn kerosene. The water capacity is 30 gallons. A condensing apparatus is attached, and provides



STANDARD ROLLER BEARINGS CO.'S NEW
TRANSIT.

for the continued use of the water supply. The regulation of the water is automatic, as is also that of the oil, which is not under pressure. The fuel tank has a capacity of 16 gallons. The frame construction is all steel.

The lubrication of the engine and of all the running parts of the vehicle is automatic.

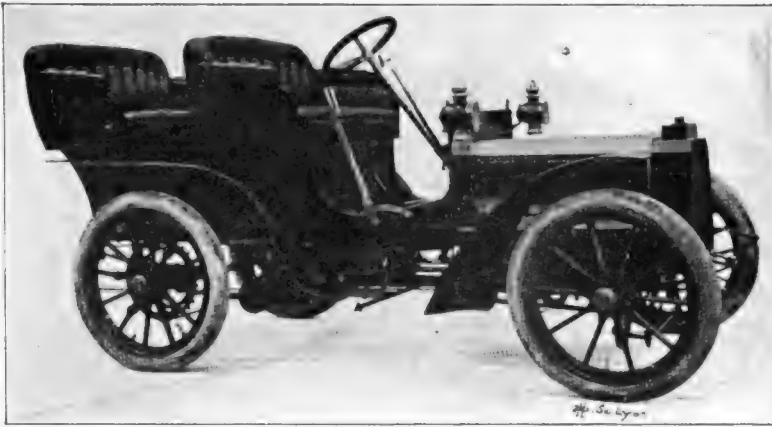
As will be observed from the view of the vehicle given above, the design is a complete departure from all types now on the market, and is built either for high speed on level roads or for high geared power on hills.

Rochet-Schneider Cars in the United States

STILL another Continental make of motor cars is to be manufactured in this country. The latest combination of forces in the automobile line is that just effected between the makers of the Rochet Schneider vehicles and the Automobile Company of America, with factories at Marion, N. J.

This latter concern has now been building its popular type, the Gasmobile, for some two or three years, and the success its product has attained has been more than gratifying.

The Rochet-Schneider people have been known as the makers of one of the most successful cars in Europe, and if the Marion Company can fill the orders



ROCHET-SCHNEIDER DOUBLE PHAETON.

this car is sure to bring on sight, there will not be the slightest doubt about reduplicating the car's European success in this country.

The firm of Rochet and Schneider recently exhibited in Paris at the Salon du Cycle a running gear fitted with a four cylinder motor of from 12 to 14 hp. and arranged to receive a body seating four. The running gear is built in rectangular form with reinforced joints. On the inside of this frame work is found a second suspended to the first by four connections. By this arrangement shocks to the motor, to the change of speed devices, and last but not least, to the occupants of the vehicle, due to the unevenness of the road, are minimized to a very great extent.

The placing of the running gear is so arranged as to make it easily adaptable to all shapes of bodies, even cabs and broughams being mounted thereon without the slightest change in the running gear. In other words, the aim has been to have a perfectly flat platform with none of the machinery reaching above it. The length of the platform is sufficient to also accommodate either a phaeton or tonneau type of body seating four persons.

Another point wherein the Rochet and Schneider Company seems to have parted from the trodden path is in abandoning tubular construction. They use the regular steel construction employed by the best carriage makers so as to allow

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of any necessary repairs being made by any competent mechanic, when an accident is met with on the road. Swedish steel, which is world-renowned for its strength and quality, is preferred by the Rochet and Schneider Company.

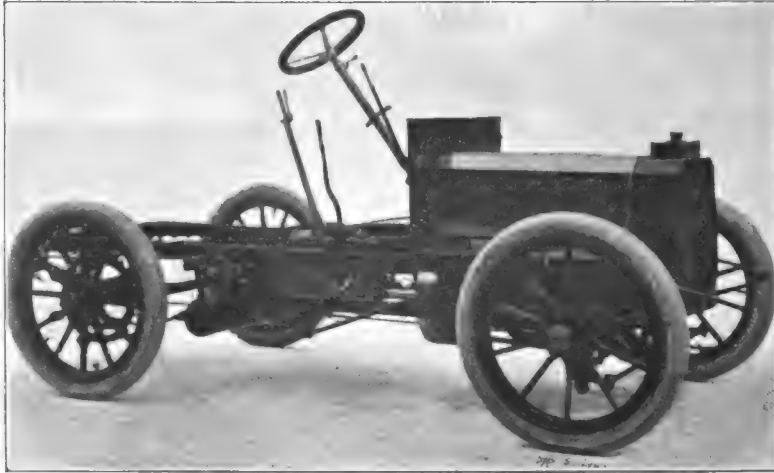
The wheels are all of equal size, and are mounted on metal hubs of the artillery type. The diameter of the wheels is 800 mm.

The 8-hp. motor has two cylinders, while the 12-hp. motor has four. They are of the vertical type, with electric ignition. The speed-changing devices are operated by one lever, conveniently placed for driving.

The carburetor is very effective, and supplies a constant flow of oil. It is stationed directly over the motor, and is noted for its simplicity and remarkable regularity.

The regulation of the supply of gas is fixed so as to secure wide changes of speed in the motor, which is able to run from 250 to 1200 revolutions per minute. By simply moving the gas-supply lever, and without touching the gear lever, the speed of the vehicle can be easily regulated.

The reversing of a Rochet-Schneider car can be accomplished easily, and with very little noise. A tubular radiator and ventilator, which is at the same



ROCHET-SCHNEIDER 4-CYLINDER CAR—THE FRAME.

time the water tank, is used to cool the motor. This cooling device is said by the manufacturers to be very efficient, because it is dependent on the speed of the motor, and not on the speed of the vehicle. The centrifugal pump is of a new design, and is fixed directly over the motor. The quantity of water contained in the radiator amounts to about 11 liters for the two-cylinder type, and 15 liters for the four-cylinder engine.

The transmission of power from the motor to the wheels is accomplished by means of chains and speed-change devices, which the manufacturers of the car claim to be of great efficiency.

The method of the speed change is effected in an original way. The four speeds ahead, and the reverse, are operated by one lever. The gearing, which

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is used to transmit the movement of the motor, is of extra large diameter. All the change speed machinery and the differential is contained in aluminum air and dust-tight cases. The larger parts, cast in a single piece, form reservoirs, which, when filled with oil, afford perfect lubrication of all the joints by the splash system. All the interior parts of the differential, wheels, etc., are made of bronze. The steering gear is compactly arranged, and is operated by a wheel.

Attached to it are the controlling devices of the motor for the regulation of the spark and the supply of the gas.

The carriages possess two brakes, which are completely independent. One, wholly metallic brake, is operated by a pedal, and acts upon the differential. The second brake is operated by hand, and acts on the gears attached to the rear wheels.

In addition there is a third brake provided automatically by the perfect control of the motor.

L. I. A. Club at Brighton Beach

PREPARATIONS for the race meeting of the Long Island Automobile Club at Brighton Beach on August 23 are already sufficiently in hand to give promise of many interesting contests.

Three great Panhards are scheduled to enter. Mr. R. A. Rainey has imported Baron de Rothschild's frequent winner of last season, and Mr. Harry Payne Whitney has received a 45-hp. out and out racer of 1902 pattern. Mr. W. F. Ewing is touring near at hand in New England in the Panhard which made the American 100-mile record of two hours and 52 seconds on the day of the Long Island endurance run.

Mr. Charles D. Cooke recently received the Darracq which made such a notable record in the speed trials at Nice, France, this spring. Then, of course, Messrs. E. E. Britton and A. J. Levy are too ardent racing enthusiasts to fail to start the Mors which holds the world's mile record of 51 4-5s.

Many new candidates for racing honors have arisen among the American products. Mr. Alexander Winton claims to have scored a mile in 51 2-5s. with his new racer in a private trial at Cleveland. Mr. Winton holds the American track record up to ten miles and is a strong advocate of track racing. Mr. Percy Owen has a lighter Winton, which holds the American record in its class.

Then there is also the yet untried Howard "Easter egg" at Trenton, and the Baker electric "torpedo" is said to be in course of rebuilding for racing purposes.

The Brighton Beach track is the speediest for the purpose in the country. It is 80 feet wide and banked to a degree equaled by none. The bed is hard, and consequently is easily put and more easily kept in prime condition than any in the metropolitan district. The fact that the track is to be used for a whole week's trotting meet demonstrates its capabilities and desirabilities.

For days before the event a 20-ton steam roller will be in almost constant use preparing the surface.

The arrangements of the club contemplate the use of the grand stands, club house, paddock, etc. A complete machine shop in charge of experts will be established for use on the day of the races for the convenience of competitors and spectators who may go to the track by motor. Accommodations looking toward the

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most satisfactory care of cars are being made; these contemplate either checking or taking positions for observance of start and finish.

The success of the meet will mean the establishment of track racing as a popular feature of automobiling.

Remembering the sensational speed contests of this club, held on the Coney Island Boulevard, when Henri Fournier established a world's record, which has not been equaled, the residents of Greater New York may look for equally startling results on the Brighton Beach race track on Saturday, August 23.

Mr. E. E. Britton, the present owner of the Mors car, with which a world's record of 51 4-5 seconds was made, is to enter the same in probably three events. In addition to this entry Mr. Britton expects to make two or three additional entries in other classes. Mr. Britton is known as a fearless driver and a true sportsman.

Henry Ford, of Detroit, who, with "Tom" Cooper, the whilom bicycle "speed merchant," is building two 80-hp. speed cars, has assured the committee of his determination to enter and start.

The owners of the Brighton Beach track, represented by Mr. W. A. Engeman, the president of the association, are enthused with the idea of establishing new track records, and are sparing neither expense nor time to demonstrate the possibilities of the track.

Entry blanks, conditions, etc., are this week being mailed to owners, manufacturers and all interested. Full particulars may be had by applying to the Race Committee of the Long Island Automobile Club, P. O. Box 242, Brooklyn, N. Y.

Troubles on the Road—Stopped by a Drop of Water

"RUNNING along on the road," writes a correspondent, "my engine of two-cylinder construction seemed to falter on one cylinder and finally 'skipped' so that there was no explosion at all in the cylinder. It of course became necessary to stop the car, but as to just what the trouble might be caused no little consideration. The coil had just been properly adjusted, the battery was new, the plug had only been in for a few miles, having been cleaned—in other words, everything necessary to produce an explosion seemed absolutely right, the trouble being somewhere in the wiring system. Carefully following out every wire from terminal to terminal clear through to the contact plate, no solution seemed to present itself; finally removing the dust from the contact plate, a casual investigation showed nothing apparently wrong until, as a final resort, the 'buzzers' were turned, in the movement of advancing the spark to the slot in the timing cam, where one 'buzzer' was so saturated with water, which leaked from a poor cap on the water jacket, that the circuit remained unbroken whether the cam hit the slot or not.

"The practical displacement of the motor was therefore caused by a drop of water. Ten drops of gasoline cleaned the point and we journeyed onward."

[Readers of *Automobile Topics* are invited to send details of similar troubles on the road.—Ed. A. T.]

The Automobile in Society

L ENOX, Mass., was the gathering place this week of several prominent automobilists, the wedding of Miss Lila Sloane and Mr. William B. Osgood Field, which was celebrated on Tuesday, being the attraction. Mr. Alfred Gwynne Vanderbilt was to make a record-breaking trip in his automobile from Newport, but had hard luck in attempting to start, and gave up the trip, owing to the poor condition of the roads. Mr. Courtlandt Field Bishop, who recently arrived from Europe, made a quick run from New York to Lenox last week. He covered



FRENCH CHARITY FETE IN LONDON.

S. F. Edge's Napier Car, Winner in the Battle of Flowers.

the 150 miles in eleven hours, with a 12-hp. Panhard, over muddy roads a great portion of the way. The route was over what is known as the old stage coach route from New York to Poughkeepsie, to Sharon, Conn., and from there to Lenox. Two other New York automobilists in Lenox this week were Mr. R. R. Colgate and Mr. J. E. Ward, who had a 35-hp. automobile which made good time along the country roads.

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Mr. Reginald Vanderbilt also made a try to get to Lenox in his automobile on the same day that his brother started out. It had not been known that Mr. Vanderbilt intended to make the trip, the impression being that Mr. Alfred G. Vanderbilt was the only one to make the run. Mr. Reginald Vanderbilt undoubtedly would have succeeded in getting away without attracting the slightest attention had it not been for a mishap in Fall River that compelled a postponement



FRENCH CHARITY FETE IN LONDON.

Mr. Rowland Browne's Lanchester Car in Battle of Flowers.

of the run. He left The Breakers, Mrs. Vanderbilt's summer home, about 8 o'clock that morning, and as he runs out to his farm almost every day it was thought that this trip was not out of the ordinary. When Fall River was reached one of the tires on the big machine was punctured so badly that a halt had to be made. Mr. Vanderbilt telephoned into Newport in an effort to secure a tire quickly in order to finish his run, but as none could be obtained the trip had to be abandoned and the machine was stalled at Fall River.

Mrs. Howard Gould is one of the foremost of the women automobilists in New York, and it is understood has ordered two new machines, one of 40 hp. and the other of 60 hp. She already owns a 16-hp. Mercedes, and with the addition of these new machines will have three of the fastest automobiles in this country.

On the Fourth of July there was a celebration at Spring Lake, N. J., in which automobiles took a prominent part. There were speed contests, obstacle races and brake contests, in charge of Mr. T. B. Wells and Mr. W. M. Swain.

There is a great deal of automobiling at Shelter Island, and many of the summer residents there have their automobiles with them. Mr. Paul Rainey, of Cleve-

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land, accompanied by Mr. Stafford, of New York, recently made an automobile run to Shelter Island.

Mr. F. E. Lewis, of Tarrytown, recently made a run to Rye with a party of friends.

There is a small army of automobolists at Garden City, L. I., the summer headquarters of the Automobile Club of America. On Saturdays and Sundays especially many automobile parties come out from New York.

Mr. George McFadden, of Philadelphia, is doing a great deal of automobiling



FRENCH CHARITY FETE IN LONDON.
MR. PECKHAM'S OLDSMOBILE IN BATTLE OF FLOWERS.

at his country place, near Rosemont, Pa., often entertaining large house parties who find their principal amusement in the automobile.

Automobilists took a prominent part in the recent celebration of the Elks' Purple Day at Des Moines, Iowa. The chief marshal of the floral parade rode at the head of the procession in an automobile, and many handsomely decorated vehicles were in line. Messrs. W. J. Riddell and Charles Bradshaw rode in an automobile decorated in blue and white, the entire body of the automobile being covered with flowers. Mr. G. D. Ellyson, accompanied by his daughter, Miss

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Katherine Ellyson, were in an electric automobile decorated in purple and white and illuminated with electric lights. A party consisting of Dr. C. M. McLean, Master Donald McLean, Miss Alice Depew and Miss Grace Plumb rode in an automobile done wholly in white roses. The Des Moines Automobile Company appeared in the parade with two automobiles fastened together and carrying a large awning extending over both vehicles. The autos were occupied by Dr. C. B. Paul and Miss Normal Paul and Mr. A. S. Kenyon and Mrs. Kenyon. In front was an eagle with outspread wings. Miss Normal held the white and purple ribbons which held the eagle in leash. The decorations were red and white.

Bridgeport Club Run

THERE were fourteen starters out of eighteen entries in the 50-mile endurance contest of the Automobile Club of Bridgeport last week, and they all finished within the time limit. Four were disqualified because they crossed the line on the return before they were due. Seven of the remaining ten arrived exactly on time. The affair was in charge of Bernhard Setzer and Jesse B. Cornwall, the runs and tours committee of the club. In the absence of Mr. Setzer, who was unavoidably detained, Gregory S. Bryan, chairman of the club, assisted Mr. Cornwall. Dr. Charles C. Godfrey was official timekeeper and starter. J. A. Bradley and F. V. Cole had charge of the control at Mianus. They also placed the signs along the route.

The runs and tours committee laid out and marked the course, assisted by Messrs. Bradley and Cole. Wherever a turn was to be made a sign, reading, "Automobile Club Turn Here," was tacked up. The route was from the west line of Park avenue on Fairfield avenue westward along the trolley tracks through Fairfield, Southport and Westport to the corner of Maple avenue, in Norwalk, where a turn to the right was made. About two-thirds of the way up hill the course turned to the left on the Boston post road, which was followed to Stamford. Main street, in that city, was followed to the corner beyond the cannon in the park, where a sign turned the automobilists to the left, up South street. The course turned again to the right at the corner of Richmond Hill avenue, and went two miles to the turning point, in Mianus, Conn., 25 miles from the starting point. The return was over the same route, reversed, to the starting point.

The record made by each contestant, except those disqualified, was as follows:

W. S. Teel, Jr., start, 9; returned, 1.04; time, 3.34; with one stop of 30 minutes at Mianus for water.

C. Barnum Seeley, start, 9.14; return, 12.53; time, 3.39. No stops, except one of five seconds at the turning point because the car was too long to turn in the place assigned. It was allowed by the committee.

M. V. Doud, disqualified.

Archibald McNeil, Jr., start, 9.03; return, 12.57; time, 3.34; with one stop of 20 minutes between Stamford and Mianus.

Fred Liebing, disqualified.

F. W. Bolande, start, 9.05; return, 12.39; time, 3.34; no stops.

J. B. Lyford, start, 9.06; return, 12.55; time, 3.34; with an 8-minute stop at

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Norwalk for water, a 5-minute stop at Stamford for water, gasoline and oil-up, and a two-minute stop on the road for water and oil-up.

Charles Gilbert, disqualified.

Jonathan Godfrey, start, 9.08; return, 12.42; time, 3.34; no stops.

George W. Hills, start, 9.09; return, 12.44; time, 3.35; no stops.

L. B. Curtis, disqualified; no stops.

S. D. Locke, disqualified.

J. B. Cornwall, start, 9.12; return, 12.58; time, 3.34, with a three-minute stop for oil at Stamford.

Gregory S. Bryan, start, 9.13; return, 1.00; time, 3.34; with one 13-minute stop at Stamford to oil up.

Chicago 100-Mile Endurance Test

CHICAGO will be the center of interest to the automobile world to-day, when the 100-mile endurance test of the Chicago Automobile Club will be held.

It will be the first test of the kind in America, over all sorts of roads, from smooth boulevards to deep sand, and where contestants will have to overcome every condition which they would meet in touring.

A speed of 15 miles an hour will be the extreme of pace, and such are the difficulties presented by the various phases of the course that it will be a severe test of skill in driving and mechanical excellence to complete the course inside of the time limit.

The course is one not only embodying irregular road conditions, but in itself is a most beautiful drive. Leaving the club house, and proceeding west in Washington boulevard, through Oak Park, until it strikes the Des Plaines river, it then turns its course north on the left side of the stream, encountering beautiful stretches of graveled roads, and continuing north through Des Plaines, Wheeling and Libertyville, until Waukegan comes in sight. This is the northern turning point. In return come south over the Sheridan road, which is claimed to be the most beautiful boulevard system in the world.

Passing through the Lake Forest, the route comes down through the beautiful Fort Sheridan reservation, through Highland Park, and thence to Ravinia, down through the beautiful village of Glencoe, thence to the fashionable Winnetka. Next comes in sight the little village of Kenilworth, then through Wilmette, thence passing dignified Evanston and passing through Lincoln Park to the finish.

"This course," says R. Harry Croninger, chairman of the contest committee, "makes, in my estimation, a 100-mile course embodying the greatest variations in road construction, and presenting to the drivers of the different cars a continual change of scene which cannot but be exhilarating.

"The task of getting this contest up is no small one. It requires a corps of helpers of some 200 men, and will be of interest to every person interested in automobiles.

"From conferences with the several presidents and mayors of the villages along the North Shore, it may be of interest to know they are heartily in favor

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of a test of this character, and not only have given their consent to let us pass through their villages at the rate of 15 miles per hour, but have also offered to give us police protection at each street intersection, thereby eliminating any liability of injury.

"The speed ordinance is invariably eight miles per hour through these villages, but on such an occasion as this, as there are so many cars entered, a slight increase of speed will only add tone to the event, and, as stated above, the writer has received the hearty co-operation of the prominent officers among the North Shore villages."

Clubs and Associations

The Cleveland Automobile Club has decided upon a pursuit race at its meeting during the latter part of September. The program will probably include the following: Pursuit race, special; five miles, open to all, motor bicycles; two miles, open to all, motor bicycles; five miles, open to all machines weighing less than 1,000 pounds, except bicycles and tricycles; ten miles, open to all machines weighing less than 2,000 pounds; one mile, open to all electric machines; one mile, open to all machines, for the circular track record; five miles, open to all touring cars weighing less than 2,500 pounds, carrying four passengers; twenty-five miles, open to all machines and all weights.

An automobile race will be held in Denver to-day, July 12, on the roads to Perry Park. A novel feature about it is that it is to be a handicap on the basis of the relative performances of the various makes in the Eastern races and speed trials.

There will be a 100-mile endurance contest for automobiles in Kansas City on Friday, July 18. The start will be made from Ninth and McGee streets and the finish in front of the Grand avenue entrance of the Federal building. The route will include 100 miles of Jackson county roads. No vehicle will be permitted to run faster than ten miles per hour in the city and fifteen miles per hour in the country.

The Kansas City Automobile Dealers' Association has been organized with these officers: D. F. Piazzek, president; J. W. Wittman, vice-president; W. L. de la Fontaine, secretary, and E. P. Moriarty, treasurer. It was decided to ask all automobile users to meet at the Midland Hotel to form an automobile club.

At least eight machines are practically assured for the endurance contest. The entry fee will be \$5 for each machine. Entries are open to all agents or owners of automobiles, but no one person can enter more than three machines. The entry list will be closed at 6 o'clock p. m. on July 16.

The Automobile Club of New Jersey made a successful run on Sunday last, July 6. The rendezvous was at Central avenue, Newark, and the run to Denville Hotel, Denville, N. J.

St. Louis has organized a Practical Automobile Club. The purposes of the organization are the education of members and the public in mechanical motor

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vehicles; to report means for reporting the experiences of motorists with their machines; to push the construction and maintenance of good roads and streets; to arrange pleasure runs, encourage contests and establish a club house.

The Milwaukee Automobile Club now holds its regular meetings at the St. Charles Hotel, where the club has now secured permanent headquarters. Although the club was only organized six weeks ago, forty-two names are now enrolled on the membership list. Among the new members enrolled are: W. H. Starkweather, Dr. Williamson, E. W. Olds, Joseph Fehrer, Charles Melzer, John S. Kunz and George L. Odenbrett.

The following committees have been named: On racing, Theodore Jonas, Charles L. Haase, Jr., G. L. Odenbrett, Mr. Waite, N. C. Norton; legislation, W.



MR. E. S. BRITTON IN HIS 16 HP. PANHARD, SINCE SOLD TO BANKER STILLMAN.

H. Starkweather, R. C. Forren and E. W. Old. In appointing Mr. Jonas as chairman of the racing committee, the president congratulated the club on this selection.

All the members are in favor of a model ordinance, just and fair, which will meet their warm support.

The Automobile Club of California's second run of the season to Mission San Jose last week was the most successful and enjoyable event of its kind ever held. Besides the members of the big institution the chauffeurs from the Automobile Club of San Jose took part in the outing, and it being the first run of this new organization, almost every machine from the Garden City was on hand. The San Francisco and Oakland contingent, some twenty rigs strong, were almost outnumbered at the rendezvous. The roads were in condition, permitting the pace to be considerably faster than on previous runs. All who took part voted the run a great

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success, all of which is largely due to the efforts of E. T. Sterling, of San Jose, and E. P. Brinegar, of San Francisco, who arranged all the details.

The Automobile Club of Trenton was organized this week. Seventeen automobilists met at the Trenton House for the purpose of effecting organization. It was estimated that there are about twenty-five machines in the city.

The original members of the club formed are as follows: Karl G. Roebing, John S. Broughton, F. W. Roebing, Jr., L. D. F. Munger, Edward S. Wood, F. B. Moore, L. G. Brooks, Walter Richards, Gardner H. Cain, L. C. Taylor, Richard Stockton, Col. Louis Perrine, Jr., A. F. Williams, George Warren, J. E. Gill, O. S. Houghton and George Buckman.

The following officers were elected: Karl G. Roebing, president; John S. Broughton, vice-president; Edward S. Wood, secretary; George Buckman, treasurer.

The following committee was appointed to prepare by-laws and a constitution: L. F. D. Munger, John S. Broughton and F. B. Moore.

At a meeting of the Denver Automobile Club this week an ordinance was proposed which will be presented to the city council for adoption. This provides for a ten-mile-an-hour limit on all autos driven in the territory bounded by Fourteenth, Nineteenth, Wazee and Broadway; fifteen miles an hour outside of that district, with instructions to slow down at the crossings. The members of the club have drafted this ordinance from those in use in Eastern cities and believe that the Denver council will pass it. All members of the club who break the ordinance will be expelled from membership, and outsiders will be warned, and if the law is broken again will be prosecuted with money furnished by the clubs. Plans are being laid for an endurance test and for pleasure runs.

The Editor Who Knew It All

“WHAT makes it make that noise, grandpa?”

The group of sidewalk loungers, gazing open mouthed at the automobile, edged a little closer, hoping to hear an explanation of a problem which puzzled them.

“Grandpa, what makes it?” repeated the ten-year-old.

“The dynamo,” the old gentleman explained carelessly.

“What’s a dimo, grandpa?”

“Part of the machinery.”

The little fellow tried to look satisfied, though evidently puzzled.

“Does the dimo make the smell, grandpa?”

“No, that’s the petroleum.”

Grandpa began to grow interested in a closer inspection of the vehicle.

“How does the dimo make the trolium smell, grandpa? How does it?”

“By ignition.”

“What’s innishin, grandpa?”

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The listeners within range cocked their ears for the answer. The outer edge of the crowd rubber-necked not to miss a word.

"Ignition?" repeated the old man, slowly, "Ignition, Harold, means lighting, like a lamp, you know."

"Does the dimo light the trolium like a lamp, grandpa?"

But grandpa, by a strategic move to the front of the vehicle, appeared more deeply interested in prying out something than in prolonging the cross examination.

"What is it, grandpa?" asked the child, following close behind.

The attention of the crowd, who evidently seemed to think he knew all about it, tickled the old gentleman's vanity. Ignoring the boy's question, he continued to peer in and between the mechanism of the motor.

"What is it, grandpa? What you looking for?" persisted the little fellow.

"The carbureter."

"What's that, grandpa?"

"Little boys shouldn't ask so many questions."

"Shouldn't they, grandpa?" (A pause of six seconds.) "But what's a cabetta?"

The boy's inquisitiveness was reflected on the faces of the bystanders. Clearly it was up to the old gentleman not to close the free lecture without defining the meaning of carbureter.

"A carbureter," he replied, sententiously, "a carbureter is a mechanical arrangement for regulating the acceleration of the subsidiary adjuncts of the mechanism."

"What's that, grandpa?"

"Rats!" exclaimed an irreverent youth in the crowd.

The old gentleman looked around testily. The lad who made the remark had a smudged face, oily hands, and smelled of axle grease. He carried a loose cogwheel slung on a stick over his shoulder. He looked like a human bit of machinery himself, and everybody could see he knew all about valves and rivets and shafts and things. His grimy smile made the old gentleman most uncomfortable.

At that moment a white-capped nurse approached. To her charge the old man cheerfully resigned his grandson, and, cutting short his adieux, hurried away toward the suburban railway station.

"Say, missie, who's the old feller?" the grimy-faced apprentice asked.

"That gentleman is Mr. Wiseacre, editor of the New York Bazoo, I'd have you know," replied the nurse saucily, leading away her charge.

The Tarring of Roads in France

A CERTAIN Dr. Guglielminetti, in France, has been devoting himself to the advancement of certain experiments, looking toward the discovery of a means of allaying the dust on the highways of La Belle France. Experiments having the same object in view have been made in California. As far back as 1880 M. Oucsime Reclus carried on some work of the same nature at Sainte Fay-la-Grande.

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Those interested in the work believe that the growing popularity of touring parties since the advent of the automobile makes it imperative to discover some means of killing the germs of disease lurking in the dust of the roads. They go so far as to say that even plain dust, not mixed with any vegetable or animal matter, when inhaled for any considerable length of time, is an open invitation to tuberculosis and its kindred ills. Then, again, the high-speed automobiles are making the issue even more clamorous for settlement than ever before, because they kick up such a great amount of dust.

The Touring Club of France is very active in the matter, and has induced several of the districts of the French Department of Bridges and Roads to make appropriations to carry on experiments along the lines of oiling the roads. While this method has been employed in this country for some considerable time past by our leading railroads, and by some of our western and Pennsylvania municipalities, the cost of crude oil in France prohibits its use for such a purpose. A thin coating of tar has been made the substitute for oil in the experiments that are now being carried on. To meet the hopes of the promoters of the project it will have to make the roads so compact and sound as to be almost devoid of any covering of dust. The composition used is said to be unaffected by atmospheric changes or by acids.

The rural roads throughout England, and parts of Ireland, have been treated with a covering of tar, which, shortly after it was put down, sank into the earth, and seemed to soak up a greater part of the dust generated by the wheels of vehicles or the hoofs of horses.



PREPARING A TARRED ROAD NEAR MONACO.

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

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VOL. 4 No. 13

NEW YORK, JULY 12, 1902

PRICE TEN CENTS

AUTOMOBILE TOPICS is published weekly, by Automobile Topics, No. 29 West 42d Street, New York. Subscription price, \$4.00 a year in the United States and Canada, or in foreign countries within the Postal Union, \$6.00 (gold) in advance. Advertising rates may be had on application.

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Are These Arrests Illegal?

RECENT arrests of automobilists for alleged breach of speed laws seem to disclose a remarkable ignorance of the laws themselves on the part of those entrusted with their execution. When every city policeman and county constable in the State seems disposed to arrogate to himself the powers of court of last resort in enforcing these laws—backed in such assumption by the connivance or prejudice of local magistrates—it may not be amiss that automobilists themselves should become better acquainted with the exact letter of the law, in order at least to maintain their legal rights.

Prior to the passing of the Cocks bill in the last session of the New York Legislature the only statutory enactment bearing upon the question of automobilism was the Highways act familiarly known as the "Liberty bill." Under the provisions of that act local boards of supervisors were prohibited from passing local speed ordinances stipulating less than eight miles an hour in cities, towns or villages and fifteen miles an hour on country roads. The same Highways act also gave automobiles road rights and settled the status of steam carriages as opposed to the steam roller requiring a red flag to be carried in front. It was in accordance with the authority conferred by this act that the Nassau local board passed an ordi-

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nance limiting speed according to its terms, and incidentally it may be mentioned, it was under this ordinance that the arrests in question were made.

The bill introduced at the last session of the New York Legislature by Senator Cocks, and known as the Cocks bill, amended a section of the Highways act or Liberty bill, without, however, repealing it in its entirety. By this amendment the speed limit was made eight miles an hour in any incorporated city, town or village, except where a higher speed was already permitted by local ordinance, and twenty miles an hour for country roads. As the act did not, however, mention towns or villages not incorporated, it follows that twenty miles an hour is still technically a legal speed in such localities, though, of course, the old law prohibiting reckless driving would apply there as elsewhere. It is the general opinion of lawyers connected with law committees of automobile clubs that where supervisors had already taken action under the Highways act, such action still held good and was not superseded by the Cocks bill.

Coming to the matter of penalties. Under the Highways act local authorities were not empowered to arrest offenders for alleged breach, but could only bring civil suit, with the possibility of exacting a maximum penalty of \$25. Under the Cocks act, however, it became legal to make arrest with a possible penalty of \$50 fine for the first offence, and a similar fine or imprisonment, or both, for a second offence. Furthermore, under the wording of an amendment adopted in the Cocks bill as finally passed, the power to inflict this penalty of fine or imprisonment does not rest with a police magistrate, but with a Court of Special Sessions. Upon this point Recorder Goff has ruled that a police magistrate trying a charge brought under the Cocks act cannot impose a fine or imprison, but must either discharge the accused or hold him for a Court of Special Sessions.

From this it will be seen that the arrests made at Freeport were clearly illegal, either (1) if made under the Cocks act, which authorises arrest but which is not in force in that section, or (2) if made under the old Highways act, which is the only law in force there, but which does not permit arrest, but on the contrary, expressly defines the procedure, namely a civil suit, by which damages may be recovered for breach of the ordinance. If, therefore, any of the automobilists arrested in that section were to bring suit against the authorities for false imprisonment, provided, of course, his driving were not reckless (and it is only claimed that they are enforcing the eight-mile limit), a most interesting suit would result.

As there seems to be a campaign of prejudice and ignorance stirring up the country into hostility against automobilists, it may be well for those arrested to bear these three points in mind:

1. Demand of the officer making the arrest and of the magistrate before whom the charge is brought to be informed explicitly and definitely under what law the arrest has been made.
2. If the answer be the Highways act, then the arrest is clearly illegal, as that act does not authorize arrest.
3. If the reply be "the Cocks amendment act," then the magistrate must either discharge or hold the accused over to Special Sessions.

The policy of Automobile Topics has been uniformly persistent in demanding rational legislation for automobilists. In pursuance of this policy, the eleventh

hour amendments to the Cocks bill were criticised as unduly lenient and tending to encourage recklessness. But once that bill became a law, it demands respect most especially from those charged with its execution. A few successful damage suits for false imprisonment would have a most salutary effect on those self-appointed Chief Justice Dogberrys of the cross roads.

Even from the Mouths of Babes

CONSISTENCY, as the poet has observed, is a jewel. Like the rough diamond it may long remain concealed, but once discovered its brilliancy will shine before all men. Such a jewel has been discovered, appropriately hidden away in the pages of an obscure little monthly publication, which by sticking the word automobile as a feather in its cap, innocently hitches on behind the wheels of Automobilmism like the small boy's sled behind a furniture van. Being unconsciously possessed of a natural faculty for twisting the English language into meaningless caricature—the effect of assimilating the idiosyncrasies of another commentator—the little periodical essays, with rare consistency, to make its piping voice audible to American ears by a feeble editorial yelp in mongrel English and hog Latin. The weakling's cry, made audible by this discovery, sounds like an appeal to everybody and anybody connected with automobilmism to execute a right-about-face movement at this particular moment. True to its character as a jewel of consistency, the infant sage proceeds to show how it is done. It starts by petulantly scolding the Automobile Club of America for having "intentionally, or otherwise, sought to transplant foreign ideas, ideals, men and methods in America with no regard to the differences existing between conditions here and those from whence the foreign products were imported," and then almost in the same breath it says: "Before all things, the Americans are practical." After this little effort at a hand spring, the little fellow grows more ambitious, and tries a clear somersault. From scolding the A. C. A., it changes to patronizing. "To the Automobile Club of America and to the wealth of its members," it says, "is America indebted for the finest specimens of the most perfectly made automobiles in the world." Having condescended so far, it proceeds to pat the A. C. A. on the back, and talk of "enthusiastic encomiums" (delicious mouthful) for the club's past efforts "in the direction of speed production and endurance demonstration by these foreign vehicles." Then comes the "volte-face," as the heading of the article puts it. "The public now knows all that any such demonstration can teach, and under the guidance of cheap political pedagogues it imagines it knows more about the automobile than anything or anyone could teach." No wonder the writer of the article feels somewhat dizzy after this gymnastic feat, and in the next sentence declares: "The pendulum of events is verging upon the extreme point of its swing against the automobile."

A story is told of an Irish editor who, having dallied with the mountain dew when he ought to have been writing his leader, was confronted by the foreman printer with a request for copy to complete the editorial page. Seizing the latest copy of the London Times, the befuddled editor clipped out the longest editorial he could find, which he proceeded to paste on a blank sheet of copy paper. As a

caption to the editorial he wrote "The Times says." At the end of the article, by way of editorial comment, he added: "What in the world does all this mean?"

King Edward Would Sign It

THE Hon. John Scott Montagu, M. P., will shortly lay before the House of Commons a bill the principal object of which is to provide that the present absurd restrictions as to speed shall be abolished, and that autocars shall come under the ordinary law of furious driving. In return for this there is to be a clause compelling every motor vehicle to be numbered and registered, and thus provide a ready means of identification in case of furious driving or accident. The registration of cars will, no doubt, if brought about, prove very distasteful to most automobilists, but the removal of the ridiculous speed limits now in operation would, at any rate, be a sort of recompense for the concession. A considerable portion of the public entertain certain peculiar prejudices against autocars and those who drive and own them, and the numbering of cars is suggested to allay the fears of many whose chief objection is that under the present system there is very little means of identifying cars in the case of accidents. At the same time, the experiment is a risky one, and we are inclined to believe that it would be in many respects safer to leave things alone—speed limit and all—than to tamper with the numbering clause, as it seems to us that those who are determined to make trouble for motorists will do so in any case, until existing prejudices have died a natural death. The reason we are opposed to the numbering compromise is on account of the fact that it will put a very dangerous weapon into the hands of the police and other persecutors. The ideal is the removal of the speed limit, and it seems to us it would be better to ask for what we really want, that is, to be put on a level with horse carriages. If numbering is suggested, it should be for all vehicles, whether motor-propelled or horse-drawn. This course may be less diplomatic, but there is time to suggest compromises after the abolition of the speed limit is proposed, as the opposition may not be so strong as is anticipated, and it will become less every day as the number of members owning cars increases.—*The Autocar*.

Motor Fire Engines

THE problem of employing motor propulsion for the purpose of combating outbreaks of fire has been successfully solved in the town of Hanover, Germany. A complete set of motor fire apparatus has been installed there, and is in operation, with good success. The use of the motor fire engines and the consequent speed and convenience thus made possible, has done a great deal to facilitate getting the ordinarily slow German fire fighters to the scene of a blaze, and under the new system little time is wasted in getting actively to work.

For propelling the apparatus to the scene of the fire, steam is turned on to the rear engine, and on arriving at its destination the valve which connects this engine to the boiler is closed and the steam turned on to the pumping engine. There are no mechanical connections to be made. All that it is necessary to do

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to convert the apparatus from a motor vehicle to a pumping engine is to close one valve and open another.

The general construction of these engines is not complicated. Two separate steam engines are employed, both adapted to be fed with steam from the same boiler, which is placed at the rear of the vehicle, and fired with liquid fuel. The foremost engine is located immediately behind the driver's seat, and is coupled



HAMBURG AUTOMOBILE FIRE BRIGADE.

directly to the pumps. The rear engine is used altogether for propelling the vehicle.

The system of transmission is by chains and spur wheels attached to two small countershafts mounted in bearings on the fixed rear axles. These short countershafts carry pinions which gear with spur wheels mounted on the hubs of the rear driving wheels. The steering is of the vertical pillar and wheel type, with pinion and quadrant.

Horse Sense and the Automobile

LAST week's issue of Harper's Weekly gives in a series of eight illustrations a practical lesson of successfully breaking in a horse to meeting an automobile without being scared. The first view shows the first sight the horse had of the motor. The motor was moving at 12 miles an hour, and was more than 300 feet away. The coachman raised his hand and signalled distress. The horse meantime is swerving from the road, ready at an instant to bolt. Number 2 shows the motor 50 feet away, with the horse backing fast, and almost beyond the driver's control. The motor was kept at 12 miles an hour on the far side of the road.

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In the third picture the motor is just abreast of the horse, with the animal thoroughly frightened, and backed well off the road. This was the fourth time the motor passed him, and the case appeared hopeless; but from that time an improvement began.

After several trials the horse was set on the macadam, on one side, and another pony, saddled, on the other side. The motor was then run between them at 30 miles an hour, as shown in the fourth picture. Both horses jumped off the road, but the result was a distinct improvement on No. 1.

In the fifth view the chauffeur is sent out ahead to hold the animal, and the animal is shown standing reasonably still, with the motor going at 25 miles an hour. "In ordinary courtesy, an automobilist should use his chauffeur thus on such occasions," suggests the artist under this illustration.

Number 6 shows the chauffeur again holding the horse while the Panhard was run close to him, moving very slowly, and making much more noise than when moving swiftly. The horse stood absolutely still, and watched the motor with increasing interest.

After 15 minutes of experimenting, the chauffeur, in the seventh picture, led the horse up to the motor as it stood still and perfectly silent. The animal hesitated for a few moments, and finally began to sniff at the car.

Finally, absolutely cured of his fright, the horse, in the last illustration, is shown driven quietly up to the car, which, though standing still, was vibrating, and making all the noise that could be produced by the engine. At the same time the horn was tooting constantly. The animal, under a slack rein, stands perfectly indifferent, a splendid object lesson of horse sense which many human motor-phobiacs might study with profit.

Sport and Utility

A NEW motor for use on bicycles has just been brought out by De Dion and Bouton, of France. So accustomed are the motorists in this country to seeing one designer copy another that when an original type of machine is evolved the novelty of the event is of more than passing interest.

The engine in question is built to develop $1\frac{1}{4}$ hp. The speed capability ranges from 400 to 4,000 revolutions per minute. The normal speed, however, is from 1,500 to 2,000. This high speed necessitates the most perfect adjustment of parts, and it is this feature which is particularly noticeable in this latest product of the De Dion factory.

The flywheels of the engine are inside. The cam and ignition device is quite different from anything now on the market. In order to keep the over-all dimensions within the dimensions of the crank case, and so retain the standard width of tread in the bicycle, the contact breaker and cam shaft are mounted at right angles to the crank shaft. The right angle shaft is driven from the edge of one of the flywheels, this having two threads cut in it and meshing into a pinion on the contact breaker shaft. The speed ratio of 2 to 1 in the old type is about equal to that obtained on this motor.

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No radiating flanges appear on the cylinder, but the combustion head has its usual quota. Two bolts passing through lugs in the head fasten the cylinder to the crank case.

The inlet and exhaust valves are mounted one over the other, and a special device for lifting the exhaust when starting is applied. No compression cap is used.

The bore of the cylinder is 62 mm., or about 2.44 inches, and the piston 70 mm., or a 2.75-inch stroke.



NEW DE DION ENGINE.

An automobile lawn mower has been set to work on the greensward of Capitol Hill. The new machine resembles both a steam road roller and a steamboat whistle. A huge brass smokestack, is mounted on a pair of rollers. Ahead of the front roller is fixed a lawn mower mechanism, over which sits the chauffeur. The little machine cuts about three times the amount of grass that can be laid low by the old one-horse machine which it superseded.

A large number of automobiles are now being ordered for shipment to the Philippines. One contract alone, just placed, calls for a \$250,000 shipment. Finding that the service rendered by the native runners or couriers employed to carry the mail in the islands was unsatisfactory, the United States Government has determined to try the automobile for this purpose.



SAXON'S ACETYLENE HEAD LIGHT.

An acetylene headlight for automobiles, also a kerosene side lamp which it is claimed will not be put out by sudden jars or strong winds, have been put on the market by the Manhattan Lamp Works, 46 West Sixty-seventh street, New York. The acetylene lamp is on the order of French lamps and as owners of high-class cars have had to depend solely upon costly imported lamps, the invention should on its merits and cheapness meet with good demand. H. Saxon is the inventor.

With the inauguration of the new code of civil and criminal laws in Porto Rico, an automobile mail service between San Juan and Ponce was begun last week.

"A simple way to avoid mishaps in speed contests, such as recently occurred at Staten Island," writes a correspondent, "should not be difficult to discover.

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If the management responsible for these races would insist upon every machine entered making a 50-mile course the day before the race, it would settle absolutely the machine's ability to travel over the course at a speed limit. This limit, of course, would have to be subject to local regulations in the territory covered. It would go without saying that the drivers would rarely travel below such limit. At the end of this preliminary canter all the machines should be locked up in the custody of an official appointed by the race managers. This would prevent any tampering with them, and would insure their being fit for the contest. Before the race began, owners might be allowed a half hour to fix up their machines, under proper supervision."

Mark Twain, once, when traveling on a slow train, advised the conductor to take the cowcatcher off the front of the engine and fix it on the back of the train, as he was quite sure they would never overtake anything, but some cow might walk on board at the back and bite the passengers. When our legislators fixed the speed at 12 miles an hour they were convinced that at that speed we should never overtake anything, but to prevent our being run into by horse-drawn machines they ordered that we should show a red light at the back.—*The Car*.

Henri Fournier, writing to a friend in this country, says he hopes to return to the United States next November, when he will probably try to create some new records for gasoline vehicles. He is at present engaged in testing new models for European builders before they place them in the market. Fournier was the first to send in his entry for the Paris-Vienna race, to be run the last week of this month, and, by securing No. 1, is entitled to start first, thus avoiding dust and possible collisions with other vehicles.

A new type of the Waverley electric car was received at the Fifth avenue salesroom of the International Motor Car Company a few days ago in the shape of a tonneau touring car. This vehicle is quite unlike any other now on the market. It has a high body with a double seat in the back, accommodating two or four persons, and a long front seat, that will accommodate two besides the chauffeur. The machine weighs about 2,000 pounds, is painted a maroon color and is comfortably and neatly furnished. It had not been in the rooms an hour before it was sold to a Brooklyn man for \$1,800.

The Daily Mail is usually fairly well informed concerning automobile matters. In a recent issue, however, under the heading of "Motor Notes," we noticed the following apparently authoritative statement:

"A big drop in prices may be confidently looked for next year. It is too early to announce details, but the bare fact will bring much consolation to a large public who are waiting for a car of reasonable power at a moderate price."

We do not know what grounds there are for this assertion, and we cannot but regard it as being misleading to the general public. If our contemporary has solid grounds for making it, we can only assume that more "cheap and nasty"

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cars are forthcoming. We cannot but regret this, if true, for we should have thought that both maker and buyer of so-called cheap cars had found them unprofitable. We can hardly suppose that a big drop in the prices of good and well-established machines is likely to occur next year, considering that all present makers of such have their works full of orders at good prices for some time to come.—*Autocar Journal*.

The June number of The International Motor Journal, just received, is an interesting addition to the ranks of automobile journalism. Although essentially a distinctly "house" organ, devoted to the interests of the International Motor Car Company, it is, nevertheless, plentifully complete with topics of general interest to automobiling. Its make-up and illustrations are especially commendable.



ON THE EDGE OF THE SAHARA DESERT—AUTOMOBILE READY TO CROSS.

A Perpetual Motion Automobile

WONDERS will never cease, especially among the prolific race of inventors for publication mainly. The latest, which appropriately seeks recognition in the columns of a Chicago newspaper, makes this modest claim for itself:

"This machine can be operated for five-eighths of one cent a mile," said the inventor. "It can run 150 miles on one charge, recharge in fifteen minutes, and run the same distance back; can stop on the road and electrically charge another machine that has become useless; can climb hills, and, as it runs, will

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not only develop electrical energy enough to run, but will store up enough energy to use a 2,000-candle-power searchlight. If one wheel gives out, the other three will run it. If two give out, the other two will run it; if three give out, the remaining one will bring it home.

"It all lies in a new application of an old principle. Every engine has to have a flywheel as a balance. The usual electrical machine has an engine and a huge wheel. From the engine gears and belts run to a dynamo and revolve its armature and develop the power. I have made the four wheels of my automobile the flywheel of the engine. As the wheels revolve they generate the power."

The inventor of this wonderful machine, capable of running forever on one leg, or one wheel, is said to be a Cuban, C. Joaquin Dorticus by name. After the assistance Chicago gave toward liberating his unhappy country from the Spanish yoke, it is little less than base ingratitude on the part of this Cuban thus to affright her timid citizens with bogey stories like this.

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[Insertions under this caption 3 cents per word; minimum 50 cents per insertion. Payment must invariably be made in advance—in postage stamps if desired—as no accounts can be opened for this class of advertising.]

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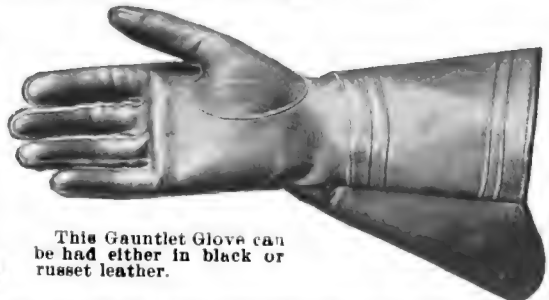
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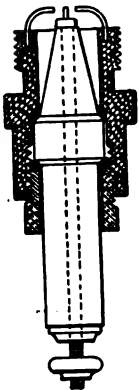
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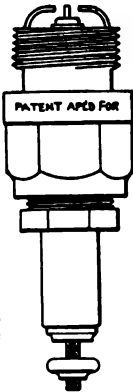


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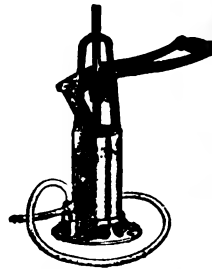
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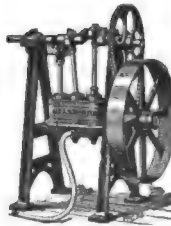
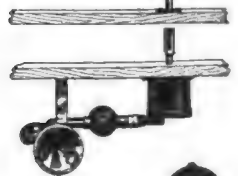


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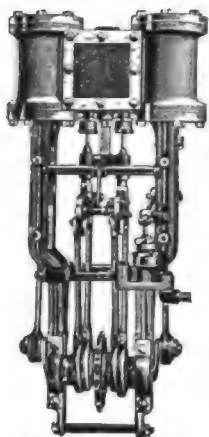
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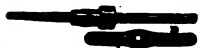


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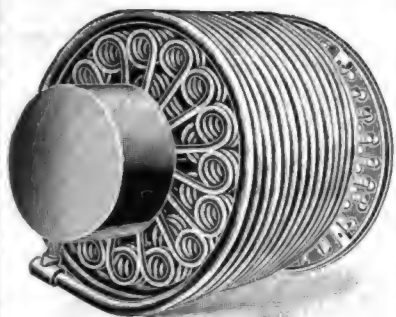
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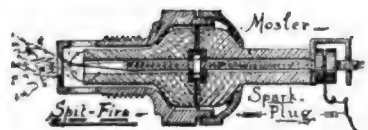


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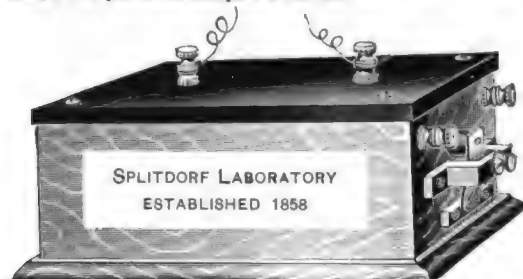
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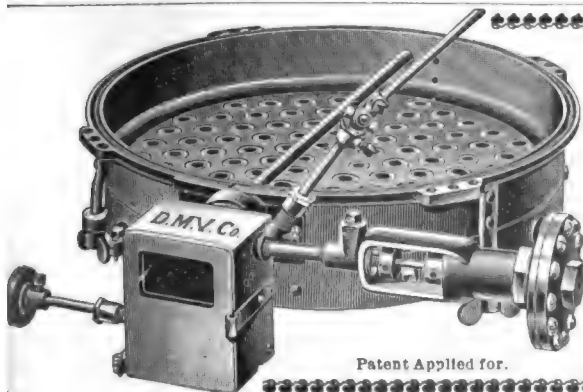
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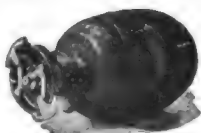
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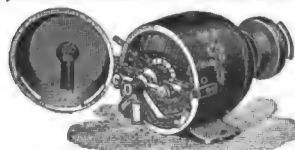
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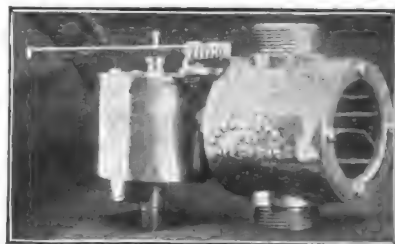
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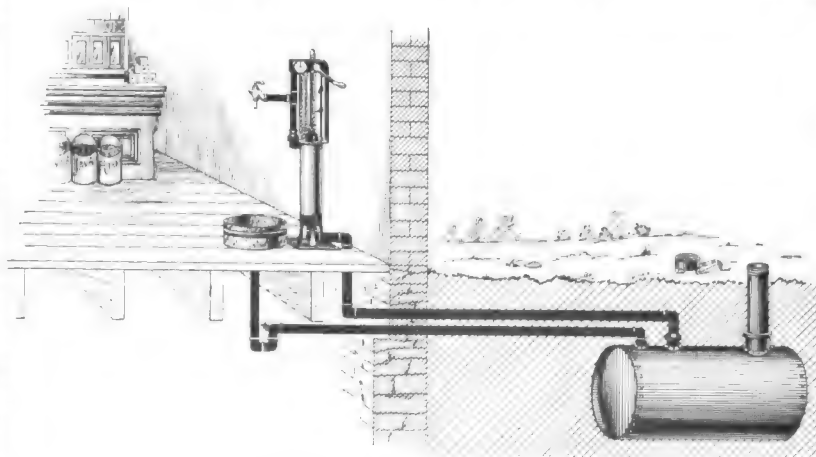
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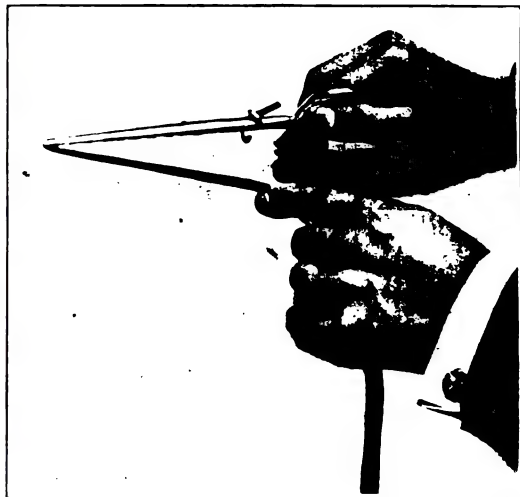
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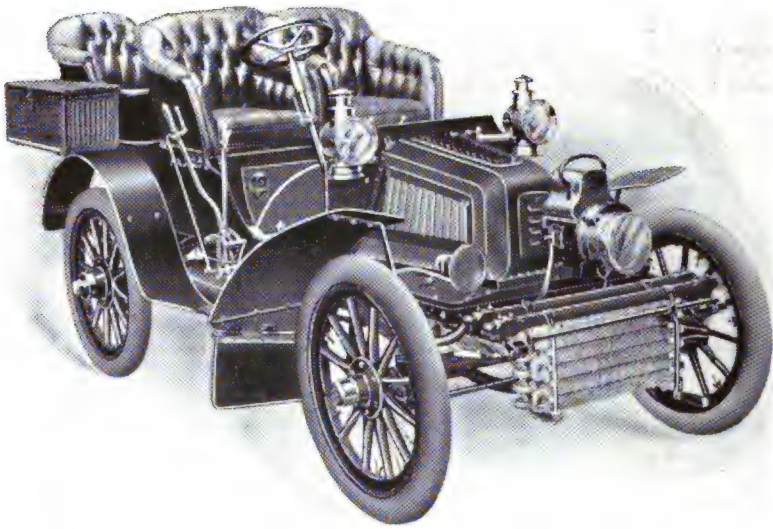
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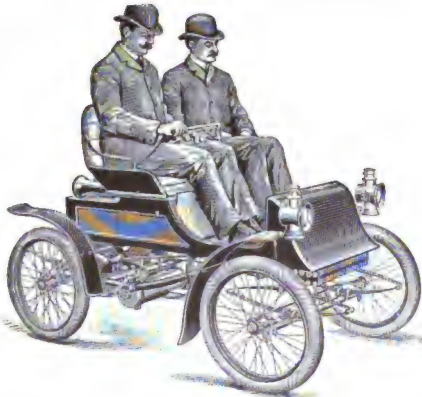
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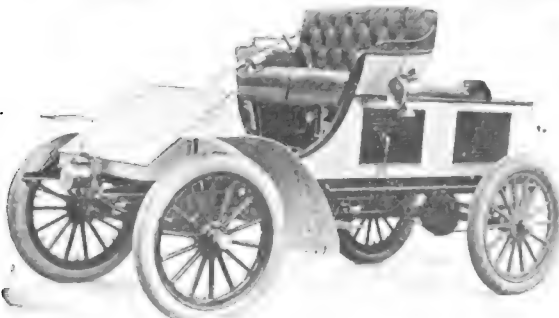
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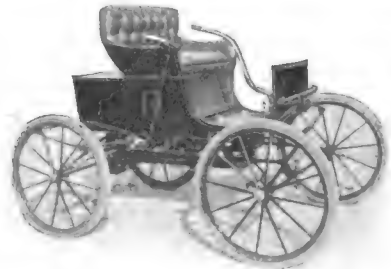
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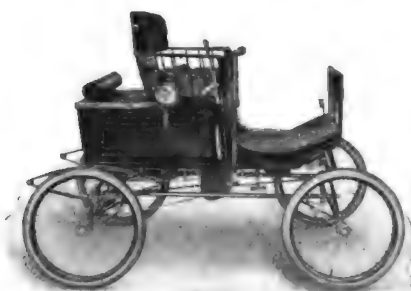
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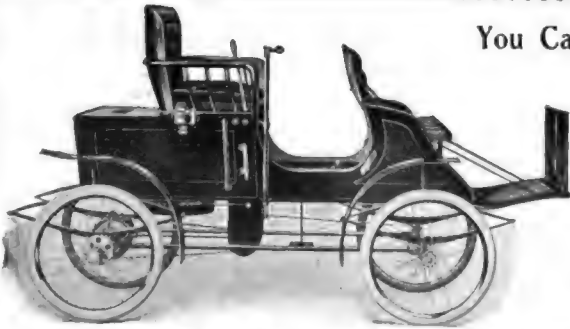
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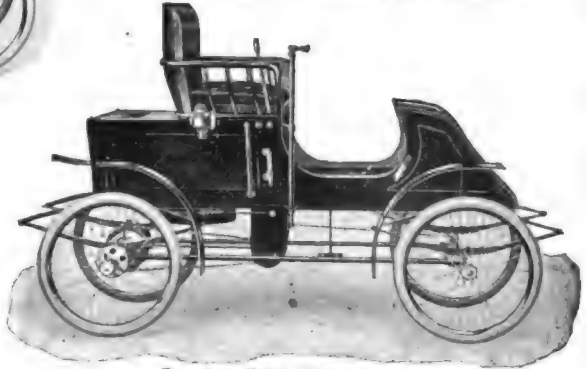
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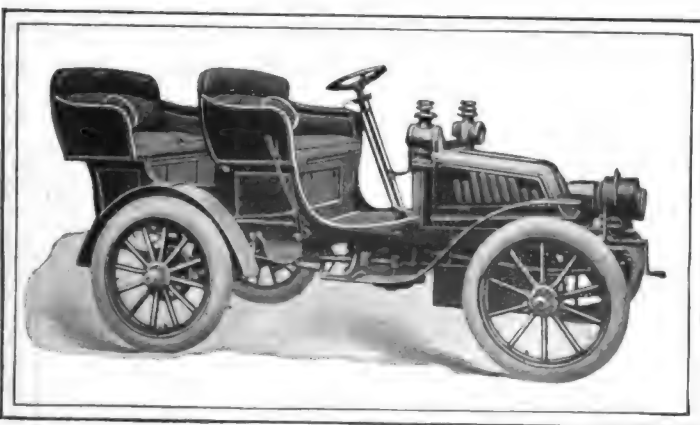
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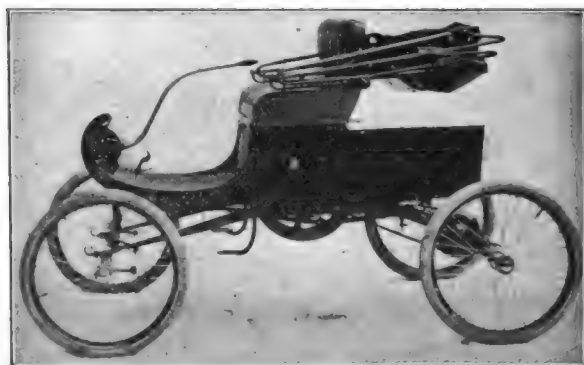
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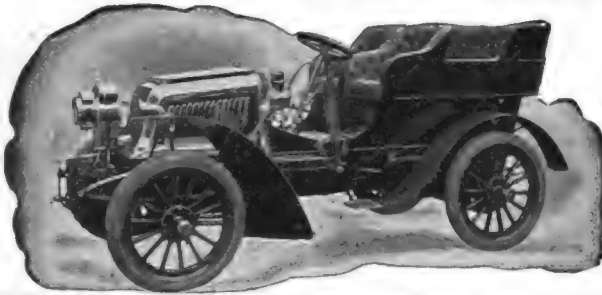
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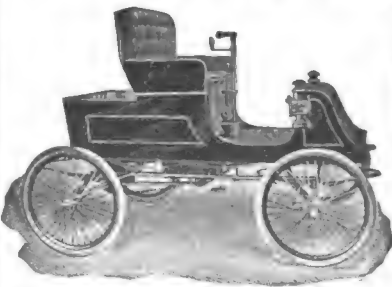
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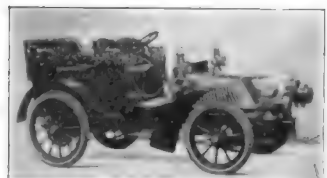
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The Rochet-Schneider The Georges-Richard "Mercedes" "Decauville"

ALEXANDER FISCHER

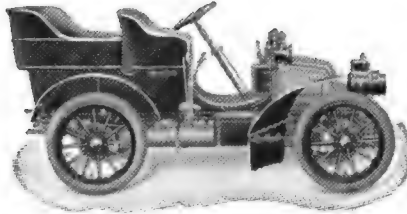
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Automobile Topics

Illustrated

VOL. IV.

JULY 19, 1902.

NO. 14

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Agency for Foreign Subscriptions:

INTERNATIONAL NEWS COMPANY

Breame Buildings, Chancery Lane, London, E. C.

Stephan Strasse, No. 18, Leipzig.

PRICE, 10 CENTS A NUMBER; \$4.00 A YEAR.

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MARCEL RENAULT PRESENTED WITH A WREATH AND CHAMPAGNE CUP, GIFTS OF THE
PRINCE DE FURSTENBERG.

Automobile Topics

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VOL. IV.

JULY 17, 1902.

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After the Race—Views and Theories

POST MORTEM comments and theories evolved from the Paris-Vienna and Gordon Bennett contests almost fill the French papers in the latest mail.

The views of a few expert writers and of several manufacturers are given herewith. These, for the most part, confirm to the letter the position taken by *Automobile Topics* last week in its review of the race.

The best roads in Europe are certainly in France, where French automobiles travel with the speed and precision of a locomotive on rails. Confronted with bad roads in Switzerland and Austria these French racing monsters were beaten first by the English 30-hp. Napier for the Gordon Bennett Cup and afterward by the German 30-hp. Mercedes in the Paris-Vienna contest.

The notoriously bad roads of America may have been not an altogether unmixed evil in so far as they have compelled American manufacturers to solve the problem which has proved so disastrous to France. Under the circumstances it is a matter of regret that some of our leading manufacturers did not participate in the race, where they had quite an even chance of beating them all. Next year, however, it may be safely predicted that they won't be caught napping again. The Gordon Bennett Cup, whether contested for in England or in France—and there seems every likelihood of a big race over English roads—will surely find one or more American built cars facing the starter. They should between them certainly bring that trophy to this side of the ocean, where it will occupy a fitting pedestal alongside the America Cup, defying the world to lift it.

PARIS-ST. PETERSBURG NEXT?

There is already talk, according to the *Velo* of a Paris-St. Petersburg race. "But not this year," discreetly observes that paper. "The race just finished has imposed sufficiently heavy sacrifices upon builders. The cost to at least ten firms on account of the Paris-Vienna race must have been between 150,000 and 200,000 francs. This is quite enough and no one can charge the automobile trade with doing things by half, nor should they be asked to repeat the experience. Many French houses who made such large sacrifice have gained nothing for their outlay.

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This is especially true of the manufacturers of heavy cars, where Germany has carried off the prize. But in the general category the success of Marcel Renault in his light vehicle is a national triumph with which our amour propre must be satisfied. His arrival in Vienna, the first of all the racers, was well applauded. Indeed, the reception accorded to French chauffeurs at the winning goal was sig-



MARCEL RENAULT AT THE WINNING POST.

nally enthusiastic on the part of the Automobile Club of Austria and the distinguished company assembled to greet the victorious automobilists."

Opinions of Experts.

Georges Prade, in *L'Auto Velo*, takes this view of the situation:

Marcel Renault's victory over all the competitors brings into prominence the light car, and especially the winner's. This has a four-cylinder vertical motor with the shaft drive which Renault Frères have made classic.

We were less fortunate, it must be confessed, in the heavy class, where for the first time the winner in the general class is not to be found.

Who could have predicted, when at Belfort a squadron of Panhards led the procession, that the prize would fall to a Mercedes, then scarcely heeded in the general crowd. Of the two vehicles of this make both were steered by amateurs. In one Zborowsky was making his first race. In the other de Forest was riding for the thirtieth time. He lost two hours the first day in a breakdown. Yet the

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one arrived first in Vienna and the other was only stopped near the end of the course by a breakage in his gasoline connections.

What must be said of all this? It must be feared that our trade has been led into a false position. It is either one of two things. Either we must build vehicles for France and run them at home, or if intended for use on foreign roads, then the conditions of such roads should be studied in advance for the benefit of our builders. We have built up at a great cost a race of thoroughbreds and made them gallop over potato patches. The result was logically discounted at Cannstadt where, having experience of bad roads, they have built cars which all the world now recognizes as excellent, and for which such a thing as a bad road is unknown.

The limitation to 1,000 kilos in weight has made us altogether too stylish.

Decrease your motor and add to the chassis. If this lesson is taken to heart the experience will not have been in vain. But meantime Renault's victory robs the situation of some of its humiliation.

I am reminded of a remark by M. Jellineck, of whom I inquired at Paris why his firm, Mercedes, did not go in for racing.



ARRIVAL OF HENRY FARMAN, WINNER IN THE HEAVY CLASS.

"Bah," he replied, laughing. "We only need amateurs. Those roads alone will beat you."

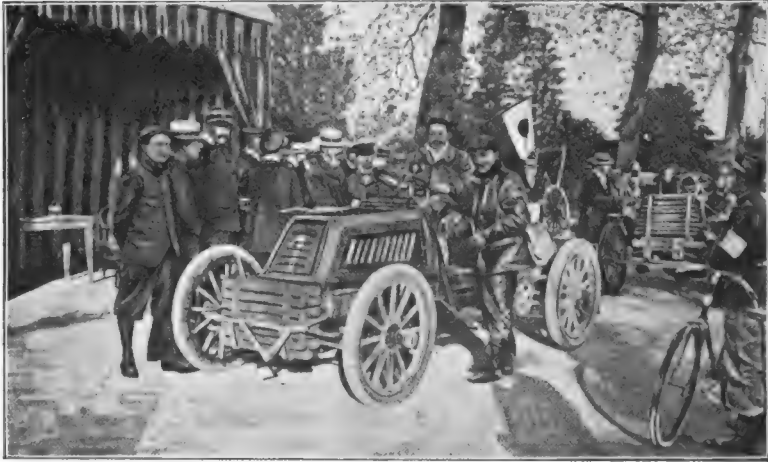
Let us face the truth and own up that our vehicles have been cornered like a candidate by an unforeseen problem. Mercedes was beaten a year ago in the Paris-Berlin; this year he has his revenge in the Paris-Vienna and beats his adversaries even after they have improved their speed to exceed his. This only goes to show that speed is not everything, especially in certain cases.

H. Desgrange, writing in *L'Auto Velo* on the Paris-Vienna result, incidentally

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laments the loss of the Gordon Bennett Cup, won by an English automobile, and tries to explain away Zborowsky's entry in Vienna, the first of the heavy vehicles, on a German built Mercedes car. By quoting the disproportion of French cars among the first twenty to cross the tape he administers a salve to the national amour propre and he further cites the fact that a portion of the road was in Austria, hence more familiar to the German-American Zborowsky than it could possibly be to the Frenchmen. Apparently realizing that such a labored defense comes perilously near inviting the rejoinder "*Qui s'excuse, s'accuse*," he proceeds to draw a moral from the race as follows:

"The first lesson it teaches is this. In future we must only race on roads which are really roads or else adapt our heavy cars so as to run on roads which are not roads. Secondly—in all future races the necessary authority must be secured a long time ahead. For a manufacturer to know only a month ahead of a race like the Paris-Vienna, means that he must either stay out altogether or else take part



ARRIVAL OF FOURNIER AT TROYES.

under next to impossible conditions. There was only one company which had time to prepare for that race with a full knowledge of the circumstances, namely, the company whose heavy car came in first. These people were familiar with the German roads."

Pierre Giffard in the *Velo*, thus discusses the changed situation:

"The Gordon Bennett Cup, which for two years, or since its foundation, has been in the possession of France, now passes to England. It has been lost at the very moment when there was every assurance of its being won once again. Thirty kilometers from Innsbruck, almost at the winning post, Rene de Knyff, who had been leading throughout, met with an unfortunate mishap. Edge, meantime, who had been lucky in avoiding accidents on the road, passed him. He arrived at Innsbruck at a speed sufficient to recover the loss he sustained between Paris

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and Belfort, and which left him 1 hour, 44 minutes and 48 seconds behind his rival.

"If ever a result was unexpected, it was this. On the eve of the start for the Paris-Vienna race the Automobile Club of England had named two Wolseley cars as contestants for the Gordon Bennett Cup. The third car offered by this company had been rejected by the Automobile Club of France as not complying with the regulations of the contest. Then it was that Edge offered his Napier as third English contestant. When the hour for starting arrived, the two Wolseleys withdrew, thus leaving Edge the sole English competitor against the formidable French trio, de Knyff, Girardot and Fournier. What could one man do against such a trio? Never was there a more fitting time to quote that classic phrase, 'He'll win.'

"Before the first 200 kilometers had been covered, two of the Frenchmen, Girardot and Fournier, were out of it. De Knyff was far ahead of his remaining adversary. Yesterday on the second stage included in the course of this race, the remaining Frenchman fell by the wayside. Thus Edge, who had been spinning along at an even gait, though at a speed far below that of his rival, won the Gordon Bennett Cup.

"The fact of this cup being won by England is interesting from many points of view. Before discussing the consequences of Edge's victory, it is interesting



M. EDMOND, THIRD ARRIVAL, SECOND IN LIGHT CLASS.

to consider how it will affect the Automobile Club of France and French manufacturers.

"The conditions under which this cup was given state in effect: 'The Gordon Bennett Cup shall be competed for in the country of that club which is its

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present possessor.' From yesterday, therefore, the cup is virtually in England. It must be in that country, and over English roads, that the race must be run to recover its possession by the Automobile Club of France.

"But the English law expressly forbids road racing in that country. On the other hand, French manufacturers may issue a challenge to the holding club, demanding a date for another race. What then will the management of the Gordon



W. K. VANDERBILT, JR., HAS TROUBLE WITH HIS MACHINE.

Bennett Cup decide? They cannot shield themselves behind the police regulations of England. And, on the other hand, French manufacturers, whose supremacy is still beyond question, have certainly the right of appeal against this decision being considered final. One thing is certain. The sequel of the Paris-Vienna race is bound to be a period of bitter competition among manufacturers. The French manufacturer will certainly strive to outdo his former efforts. And the foreign maker, who has hitherto yielded the palm of supremacy to his French rival, will be spurred on to greater confidence than ever before. The Mors, Panhard-Levassor and C. G. V. people by no means consider themselves beaten. He would be a fool who thinks so. If they are, for the moment, it is merely a case of hard luck. Their past records are such that the result of the Gordon Bennett race this year can neither hurt nor tarnish.

"Hence the victory of Edge opens a new sphere of activity to French trade, wherein the foreign manufacturer will be obliged to follow at all costs. It is

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from failures—undeserved and inexplicable if you will—that may be reaped beneficial results in the way of increased knowledge.

"This cup was raced for first in 1900. Since then it has been won as follows:

1900—1. CharonPanhard-Levassor.
 2. GirardotPanhard-Levassor.
 3. R. de Knyff.....Panhard-Levassor.
 1901—1. GirardotPanhard-Levassor.
 1902—1. Edge Napier.
 The last-named covering the total distance, Paris to Belfort, and Bregenz to Innsbruck, in 10 hours, 41 minutes, 58 seconds."

What French Manufacturers Say.

A number of French manufacturers, interviewed by the *Velo*, express themselves as hugely pleased at the outcome.

At the Darracq's, M. Lelong, the manager, was especially jubilant. "Are we satisfied?" he said. "Well, we were never anything else. Our cars are enrolled among the leaders, which merely confirms the innumerable victories already to our credit. One point which will make the Paris-Vienna race memorable is the supremacy shown by the light car over the heavy racer. There is no longer any need



RENE DE KNYFF AT BELFORT.

for Mastodons either for speed or distance. The Darracq voiturette has passed on the road heavy cars encumbered with 60-hp. motors. We are delighted at the showing. In 1903 you will see all makers following on the lines where we have led."

Georges Richard, represented by M. Brasier, declared that the result obtained

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by the Georges Richard cars had been completely satisfactory. Of the five cars which left Paris every one reached Vienna. These were two of 10 hp. and three of 15 hp. These cars were of the ordinary type as sold to customers without any extra preparations in the way of special devices, beyond the fact that the 10-hp. cars had to be light enough to compete in the 400-kilos class. Every car left Paris exactly as turned out from the factory and without any preliminary trial. Moreover, added M. Brasier, the firm of Georges Richard was not looking for glory out of the race as a trial of speed quality. They were more anxious to show endurance and utility. In this they had been abundantly satisfied. They had demonstrated the perfection of the automobile for public use, no matter what the conditions might be. Five out of five was surely the ideal, he concluded, and his firm had reason to feel that they had done something for the glory of the French automobile industry.



S. F. EDGE ARRIVES AT BELFORT.

A representative of the Gardiner-Serpollet firm expressed his gratification thus: "Gasolene vehicles fell by the wayside at every stage of the race, between Champigny and Belfort, between Belfort and Bregenz, between Bregenz and Salzburg, and finally between Salzburg and Vienna. It was a record of diminishing numbers throughout, while on the contrary steam cars bowled merrily along, laughing alike at obstacles or distance. Five steam cars left Champigny and five steam cars reached Vienna. After proving their speed qualities at Nice, they demonstrated their endurance, reliability and utility in the Circuit du Nord, and now again in the Paris-Vienna contest. That was only to be expected. Gardiner-Serpollet vehicles simply can't be touched."

M. Charron, of Charron, Girardot and Voigt, in thanking the interviewer of *Le Velo* for a card of congratulations, wrote: "As a false note has been sounded in the chorus of eulogies sung over the C. G. V. carriages, I beg you will publish a letter I have addressed to *Le Matin* in answer to certain unjustifiable attacks. This will, I trust, suffice as a substitute for an interview." The letter in question read as follows:

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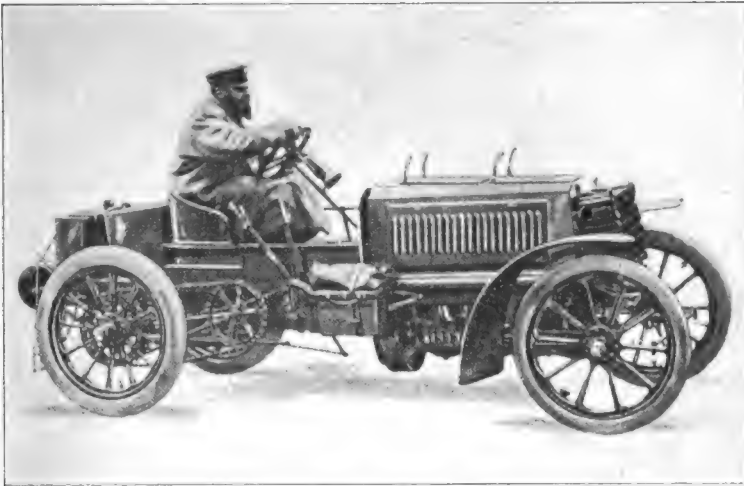
"To the Editor-in-Chief of *Le Matin* :—In his capacity as employee of a competitor of ours your editor, M. Gaetan de Knyff, should, I think, show a little more discretion in what he may say about ourselves. If I have not called atten-



LOUIS RENAULT IN A LIGHT RENAULT CAR.

tion to his malevolent assertions every time they have appeared, it has been because I disdained to do so.

"In your last Sunday's number, in speaking of the Paris-Vienna race, your

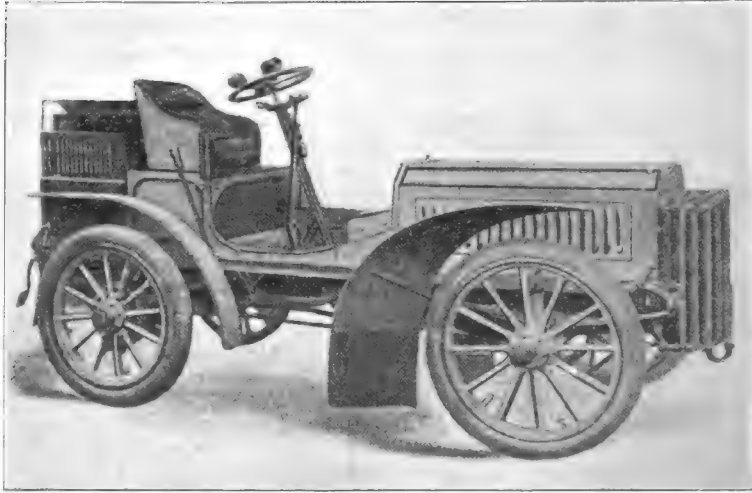


RENE DE KNYFF IN HIS PANHARD RACER.

editor criticises the nomination of my associate, Girardot, by the Automobile Club of France to defend the Gordon Bennett Cup, which he declares to be unpardonable on the pretext that the maker of the car shown was unknown. Logically if this

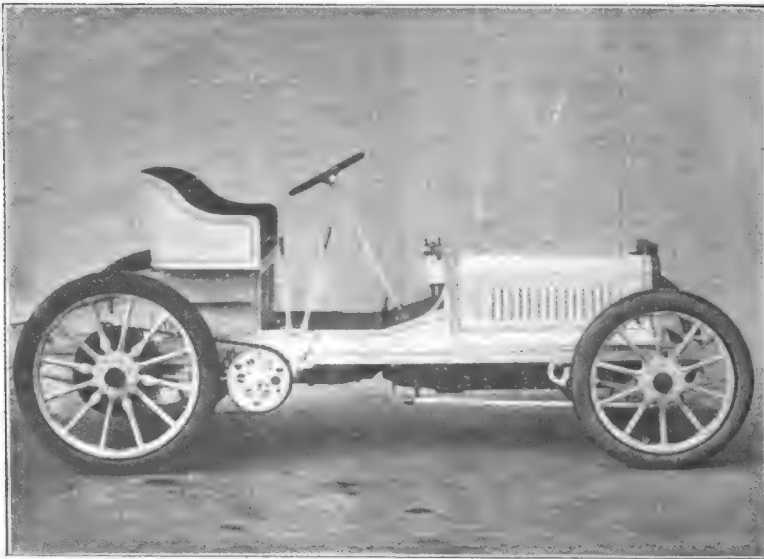
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sort of argument should hold good, the nomination of the maker dear to the heart of M. Gaetan de Knyff should seem to him still more unjust, since the name of



SERPOLLET STEAM CARRIAGE.

that house was borne to defeat in the Paris-Toulouse race of 1900, Paris-Berlin and Paris-Bordeaux in 1901.



PEUGEOT LIGHT VOITURE.

"Except in the model, the Paris-Vienna type of that house was no better known than ours at the time of selecting defenders for the Gordon Bennett Cup.

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It had had, on the contrary, the disadvantage of being stalled later on in the alcohol tests in the Circuit du Nord, but that did not prevent the champion presenting himself with the same vehicle among the Cup defenders, wherein he ran aground like ourselves.

"Instead of maliciously throwing stones, let M. de Knyff await his revenge,



GEORGE HUILLIER ON A MORS.

which should never be refused, least of all to the young, especially since the victory of our three tourist cars in the Paris-Vienna contest establishes beyond question our position among the very first. (Signed.) F. CHARRON."

England's Victory.

The English papers are naturally very jubilant over England's victory. The Autocar, in discussing the event and the outlook for next year, says:

No event in the history of automobile sport has caused greater interest or, so far as this country is concerned, greater satisfaction than the victory of the British-built Napier which Mr. S. F. Edge drove in the Gordon Bennett Cup race. There is no doubt that the win is thoroughly deserved.

Under the conditions of the Gordon Bennett Cup contest, the race should take place on the roads of the nation which gains the cup. In other words, next year the Gordon Bennett contest by rights should take place on English soil. Whether this can be arranged or not remains to be seen. If it cannot, we take it that the holder can relinquish his privilege and elect to fight for the retention of the cup on French or other soil, but it is a question whether it is impossible to hold the race in England. No one is more opposed than we are to indiscriminate speed on the highway: but we cannot see why for one day the Great North Road from London to Edinburgh, for example, should not be given over to a great motor race, particularly one of such historic interest as the Gordon Bennett already is. With the start taking place on the borders of London at three or so in the morn-

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MR. E. D. COOKE ON A DARRACQ RACER—THE VEHICLE WHICH SEC

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MAJORITY OF THE FIRST NINE WINNERS IN THE PARIS-VIENNA RACE.

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ing, the race would be over, so far as the speediest cars were concerned, very early, and it is only necessary for proper precautions to be taken for the event to be run off quite safely. It would unquestionably provide the inhabitants of the districts, which are amongst the most lonely in the country, with a theme of sporting interest and excitement which would be welcome. The first 200 miles of the road to Scotland is almost without a town of importance, this being due to the fact that the present road to York was laid out comparatively recently, and with the one idea of getting as direct a road as possible from the capital to York, and by judicious selection of the route north of York, there would be no difficulty in steering clear of the larger centres of population, and by the establishment of neutral zones through populated areas the public safety could be absolutely safeguarded. There is no doubt that the volunteers, not to mention the regular soldiers, would take a great interest in keeping the course clear, and with the assistance of the local police and automobilists, this could be done satisfactorily, and the nation provided with a contest of the greatest interest, and we believe if it were possible to take a poll of the country traversed, the weight of opinion would be decidedly in favor of the race, provided that the roads were properly kept. There are still plenty of people who do not regard the autocar with much favor, and not a few of these reside at or by the speediest stretches of the Great North Road, but most of them are good sportsmen, and would be delighted to see the road lent for one day to a great race. This could easily be done without inconvenience to regular users of the roads, as almost everywhere there are alternative local routes. The idea may seem far fetched, but after all it is not so very different from the annual closing of a section of the Thames for the 'Varsity boat race.

The Automobile Journal says:

One result of Mr. Edge's triumph is deserving of some consideration. According to the regulations of the Gordon Bennett competitions the race must be run each year in the country whose representative holds the cup. This will involve that the Gordon Bennett race shall next year take place in the British Islands. The existing law forms a barrier against any such arrangement being carried out. There is only one method by which such a race could be rendered legal in this country. To bring off such an event in defiance of the law, considering the amount of publicity and preliminary arrangement involved, would, of course, be impossible. Even if possible it would be unwise and impolitic. If the Gordon Bennett race is to be run next year in this country a short Act of Parliament will have to be passed providing for the legalization of the event on a particular day. It might be quite non-contentious. Is there any chance of getting such an Act passed? It would appeal to the sporting instincts of a large number of members of Parliament and the whole nation. It would impart a valuable impulse to an important national industry. It would go a long way to abolish the prejudices which still hamper the automobile movement by interesting extensive classes of the community in a national event, and as the Act need only refer to this one particular occasion it could do nobody any real harm. It is worth agitating for. The national enthusiasm which events of this kind have fostered in France has been of incalculable value in stimulating the growth of an important industry in that country. If the Gordon Bennett race could be run next year in this country, above all, if it were to be won by an English driver on an English car, on English soil, much valuable enthusiasm

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would no doubt be produced by the event. Failing the passage of such an Act of Parliament the only alternative is for the Automobile Club to exercise the right of option given by Rule XII. and arrange for the race to take place in France, which country will then reap the benefit which ought rightly to be ours.

How The Race Was Run

A bit of graphic description of the exciting incidents of the Paris-Vienna race was given by the special correspondent of Motor Cycling as follows :

AT 10 a. m., on the tick of the clock, the Automobile Club's special train ran into Belfort.

It was broiling hot in Belfort, but, surfeited as we were in the vagaries of the English climate, we revelled in the sun, the pure atmosphere, the brilliant contrasts of light and shadow which we were experiencing five hundred miles from home. The roads were in good order, as one would expect them to be in France, but the dust—well, we'll never again claim for English roads a supremacy in the matter of dust. The military arrangements were very complete. Traffic on the road in from Paris was stopped at 9 o'clock, but an armlet issued by the club to journalists and officials gave their voitures ingress to the road leading to the control. This was placed about half a kilometre outside the fortifications and close to the Octroi. Infantry lined the outsides of the road with the idea of keeping a clear course, but they were mainly assiduous in their duties when the crowd threatened to obscure their own view, or when a particularly superior or portly officer approached. The club had taken a house and was using it for temporary offices. Across the road was erected a triumphal arch, florally decorated, and carrying a big streamer with the words, "Hommage aux coureurs. Course Paris-Vienne Arrivee." On the opposite side of the road was the press bureau, where was posted the number of the arriving vehicle, with times of leaving Champigny and of arrival at Belfort. And everywhere was a vast concourse of interested spectators, whilst of cameras, verily they rivalled the dust for ubiquity. You would be on the point of snapping an arrival for "Motor Cycling" when, with a craving for "pardon," another photographer would plant himself right in front of your lens. A curious kind of politeness that, which permits a rude action provided the word "pardon" be uttered.

Down the road are signallers and buglers stationed, and in this way the signal that a car was approaching would travel very rapidly, and nearly a minute's warning was thus given.

A bugle call at 9:37 signals the first car in the distance. Intense excitement prevails as the sound of an approaching car is heard. In it comes, No. 166, but this cannot be one of the racers. A laugh circulates through the crowd as a slow touring vehicle dawdles through the control gate, and everybody is again on the tip-toe of expectation. Photographers have the shutters of their cameras set. Far away up the road can be discerned the long line of soldiers keeping the course clear, and on points of vantage cavalrymen are to be seen keeping a sharp lookout for signs of the first car. How well everything is arranged. What an enthusiastic welcome awaits the racers. Ten o'clock passess, and there is yet no sign of the first car. The crowd gets denser; all around are cycles, motorcycles, and

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cars. The bright uniforms of the officers and the dresses of the ladies, with the beautiful landscape as a background, form a charming picture.

It is now 10:7. The bugle sounds again, and the sound of a cannon shot rings out. Here it comes, surely this is it—188 F, a Durand—but once again it is a false alarm—merely a local car.

Then soon after 10:45, the bugle sounds three or four times as it passes along message after message. All eyes are directed down the course, and suddenly, "Voilà! Voilà! Oh, la! la! la! la!" and around the corner, nearly half a mile away, comes a black object followed by a cloud of dust. It seems to sweep toward us at an incredible speed, bounding along in a manner suggestive of rapid motion overcoming obstacle after obstacle. Binoculars are directed to the object and then the cry, "Nombre cinq, Rene de Knyff!" and then the crowd takes up the cry, "De Knyff!" and then the car comes to a stop beneath the arch, and our photo was taken at that moment, just as the rush began. De Knyff was quickly shaking hands with all sorts of people, who were impelled to do so either by joy or the desire to be immortalized on the cinematograph.

Nearly twenty minutes elapsed, and then the scene is repeated as Henri Farman on a Panhard rushes up. At 11:14 Morris Farman on a Panhard, at 11:16 Jarrott on a Panhard, and then a long wait. At 11:45 Pinson on a Panhard, followed a minute later by Teste on a Panhard. Verily, 'tis all Panhards. But where are the other Gordon Bennett competitors?

Where is Edge? And Fournier, where is Fournier? Once there was a wild shriek. A man with binoculars yelled out Fournier's number, and the crowd cried "Fournier" at the approaching car, but they were doomed to disappointment.

Poor Fournier had endured trouble after trouble with his tires, and his gains upon de Knyff in the early stages were all neutralized by the stoppages to repair the damage.

L. Renault, on one of his own cars, was seventh to arrive, followed by Edmond on a Darracq. Then came Zborowsky on a Mercedes and then Baras on a Darracq, and then came the cry "Edge." Welcome indeed to the only four Englishmen at Belfort (speaking to the best of our belief). Jarrott had told us that Edge was coming along all right, but was underpowered. Edge gave us a grimy hand, and said his coil was bad. It is now a little after midday, and from then until 8:30 at night cars and cycles were coming in. Up to midnight 105 vehicles had reached Belfort out of the 137 which had started.

The Prescott Steam Car

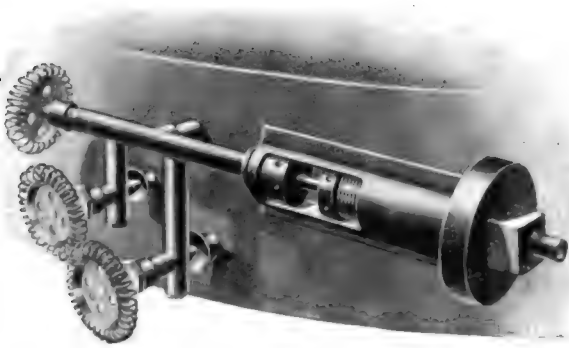
THE Prescott chassis, as shown herewith, is constructed with the idea of securing great strength and flexibility, and is of special design, made of seamless-steel tubing, heavy gauge, and drop-forge connections. The front and rear frames are connected by flexible reaches, thus allowing the frame to run over rough and uneven roads without strain or injury. The front and rear frames are trussed from the under side, absolute alignment, the makers claim, being thus assured.

As shown in the cut, roller bearings are used in the rear axle, giving a reliable and serviceable bearing.

The rear hubs, as shown in the cut, are constructed with a flange on the

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inside, to which a band brake is applied. The compensating gear is of the spur type, and is all encased.



PRESCOTT PILOT LIGHT.

The driving sprocket is attached directly in the center. The makers claim that this insures uniformity of wear and durability of the chain. The last is detachable, and of an extra heavy roller pattern.

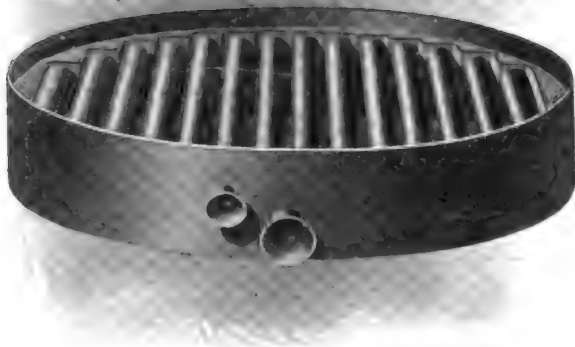
The vehicle is well equipped with brakes, as is here shown. Two double-acting brakes are fitted to the flanges of the rear hubs. They are

operated simultaneously by means of a foot lever, and will hold the carriage satisfactorily when running backward and forward. The makers claim that the vehicle cannot be made to skid.

The boiler is 16 inches in diameter, seamless drawn steel shell, with a dry plate, and contains 367 $\frac{1}{2}$ -inch 20-gauge seamless drawn copper tubes.

Special features in the construction of this boiler are worthy of notice. The steam is superheated, after passing through the throttle valve, which, at the same time, does away with the possibility of over-heating.

The Prescott Company claims that this boiler cannot be burned or scorched. It claims further that all the advantages of the fire and water-tube boiler are combined, without the faults of either, giving reserve power under all conditions, and nearly twice the usual efficiency to a given amount of water and fuel. High speed can be maintained over almost any road, as ample steam is supplied under even the most unfavorable conditions.

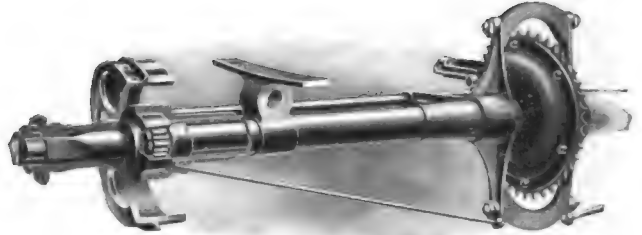


PRESCOTT BURNER.

The burner, illustrated herein, supplies the greatest degree of heat with the smallest consumption of fuel. It is constructed in such a way that it is difficult to warp or burn it. The combustion is perfect, and back firing is almost unknown.

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The pilot light has a separate mixer tube, as shown, and is a part of the main burner. When steam is raised to the desired point the automatic regulator shuts off the main fire entirely, but does not affect the pilot light, which is adjustable, and is powerful enough to hold the steam at any desired point when the carriage is not in operation. It is claimed that it will not blow out, and "firing up" is a very simple matter, full steam being raised in about six minutes without smoke or soot.

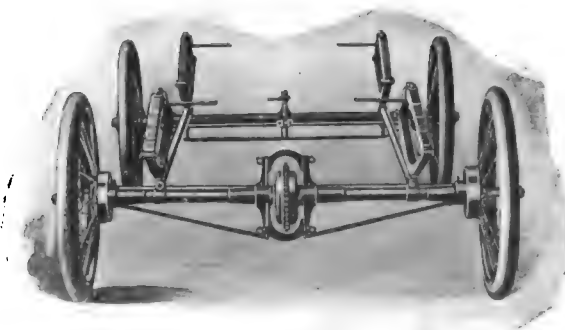


PRESCOTT REAR AXLE.

The engine is of a vertical, two-cylinder, reciprocating type, $2\frac{1}{2} \times 3$ inches. It is fully protected by a detachable case, which can be easily removed and replaced when desired, thus protecting all the working parts from mud and dust. The reverse links are operated conveniently by a foot lever, insuring prompt action and complete control.

Automatic lubrication of the cylinders is accomplished by a pump which is actuated by the engine. It is positive in its operation, feeding the required amount of oil per mile, regardless of the speed at which the carriage runs. The oil reservoir is of large capacity, obviating the necessity of opening or closing valves when starting or stopping, as it is entirely automatic in its action. Automatic oil cups are attached to all the bearings of the engine, insuring proper lubrication.

Three pumps are provided for supplying water to the boiler. There is a plunger pump, actuated by the engine. It is conveniently placed at the foot board, and is easily accessible for packing and repairs. A steam water pump which can be used when desired, operated from the seat, is independent of the engine, and is available whether the carriage is in motion or at rest. A hand pump is also added to the equipment, for use in an emergency.



PRESCOTT RUNNING GEAR.

partitioned and reinforced. It is provided with an indicator, which at all times shows at a glance the water in the tank.

A steam lift is provided for filling the tank, thus doing away with the necessity of using buckets.

The water-carrying capacity of the Prescott cars is large. The tank is made of extra heavy metal, properly

The Automobile in Society

IN spite of his hard luck in the Paris-Vienna race, Mr. William K. Vanderbilt, Jr., does not show any indication of being at all discouraged, and advises from the other side indicate that he will do as much automobiling this season as ever. Mr. Vanderbilt is one of the most intrepid of the high speed automobilists in the non-professional ranks, and his methods are much like Fournier in the manner he handles an automobile. He seems to take to automobiling by instinct rather than by mere calculation. In spite of Mr. Vanderbilt's seemingly dare-devil way of handling an automobile, no serious accident can be charged against him. Mr. Vanderbilt's first famous vehicle was a Daimler surrey, which the newspapers called the "White Ghost," which he imported from Germany during the summer of 1900 and ran around Newport and the adjacent country. This machine was a fast, large, cumbersome affair of 28 hp., and the owner sold it to Edward R. Thomas, son of General Samuel Thomas. Mr. Thomas realized its speed, and had it stripped for racing at one time, but no statistics were ever furnished of the old war-horse doing anything in its new racing trim. Mr. Vanderbilt's latest machine is his 40-hp. Mercedes, which he imported last summer. It is very different from his first high-powered car, it being a low-built affair of the usual racing pattern. He will have another car, of the same general construction, but mechanically more modern. Its horse power will be very high in proportion to its weight.

The engagement was announced this week of Miss Eleanor N. Thomas, daughter of General Samuel Thomas, of No. 17 West Fifty-seventh street, to Mr. R. Livingston Beeckman, of the Knickerbocker Club. Miss Thomas is very fond of the automobile, and recently made a long distance trip, operating a 12-hp. Panhard, from Boston to New York. Miss Thomas is a very handsome young woman of the blonde type, and is heiress to a large fortune.

Several prominent society people are now traveling in Europe by automobile. Mr. and Mrs. Foxhall P. Keene recently left Paris for a tour in Normandy. Mr. and Mrs. Edmund L. Baylies are also doing a little automobiling in and about Paris, having arrived there from London.

There is some competition among the young society men of New York as to who can make the fastest run between Lenox and this city. The best record thus far has been made by Mr. Lawrence B. Elliman with a Winton. The other day he made the journey of 165 miles in a few minutes less than nine hours, by way of Stockbridge, Great Barrington, South Egremont, Lakeville, Sharon, Millbrook, Poughkeepsie and the old Albany Post Road.

Mrs. James Francis Burke, of Pittsburg, is one of the foremost of the women automobilists of the West, and is frequently seen out in that city. She has recently

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secured a new electric Victoria, which she uses a great deal. Mr. W. W. Vensel, of Oakland, one of the pretty suburbs of Pittsburg, has recently purchased a Peerless of 16 hp., and on the first day he had it he took a trip of 125 miles. The White, made in Cleveland, is popular in Pittsburg, Mr. W. S. McKinney being one of those who have recently purchased machines of this make. Dr. O. M. Edwards also uses a White. Mr. C. H. Harris recently made a successful trip from his home in Niles, Ohio, to Pittsburg in a White, and has made quite a tour in the West.

Troubles of the Road—Be Careful of Oil Drip

OIL being a non-conductor of electricity, proves a sure medium of trouble if left deposited upon any terminal, binding post or other electric connections in a car.

Running along the Brooklyn Boulevard, our car suddenly "laid down" after a most satisfactory run of eight miles without a "skip or miss." Upon examination we observed that all around our secondary battery terminals was an unusual amount of oil, spilled by a careless attendant who in filling the lubricators permitted the drip to go unnoticed. Upon testing out for a spark, we found none, the conclusion being that there was either a break in the circuit or a "dead" battery. Noticing the oil, a small can containing gasoline was emptied over the connections, rubbed dry, another can emptied and upon another test for a spark it was there. The gasoline had carried the oil off the connections by reducing it to a thin fluid.



AN EXCITING FINISH.

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

E. E. SCHWARZKOPF, *Publisher.*

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VOL. IV. No. 14

NEW YORK, JULY 19, 1902

PRICE TEN CENTS

AUTOMOBILE TOPICS is published weekly, by Automobile Topics, No. 29 West 42d Street, New York. Subscription price, \$4.00 a year in the United States and Canada, or in foreign countries within the Postal Union, \$6.00 (gold) in advance. Advertising rates may be had on application. Copyrighted, 1902.

Cable address—AUTOTOPICS, NEW YORK.

Telephone—4715-38th Street.

Drop the Hour—Take up the Mile

WHAT is to be the future legal speed limit for automobiles? This is undoubtedly the question of the hour wherever the horseless carriage is in use. For years the Government of France has given the subject its closest official attention. It has invaded the solemn precincts of the British Parliament; even the Emperor of Germany has found time amid his multifarious duties to discuss it. And throughout the United States there is scarcely a city, town or village where the local authorities and the users of automobiles are not wrangling over it. The laws passed on the question would fill a public library. And at this outlook it is no exaggeration to say that the conflicting legal rulings and precedents, already established and to be established, will seriously augment the volume of legal literature for years to come.

In so far as legislation is restrictive solely for purposes of public safety, it is undoubtedly to be commended and encouraged. To this end no section of the community, in this or any other country, has contributed more freely both of its time and money than the automobile using public. The voice of every automobile paper in the world has been raised for rational legislation. But when restrictions are sought to be imposed by law, having their origin solely in igno-

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rance and prejudice, it becomes another question entirely. Hostility to the automobile as the "Rich Man's Toy" is not a whit less insensate than the murderous spite of Madame Guillotine fastening itself upon helpless victims accused of being "aristocrats." Yet the modern reign of terror appears to be universal. All the more reason, therefore, for a discussion of the question from an entirely new standpoint.

A fundamental mistake in this class of legislation has apparently been overlooked by those who have sought for fair treatment of the automobile. It is this. Every law or ordinance hitherto passed regulating automobile travel has taken the *hour* as the standard by which its speed was to be measured. From 6 to 10 miles *an hour* in cities, and from 12 to 20 miles *an hour* along country roads—but always *by the hour*—so runs the wording of automobile laws. And herein may possibly be found the secret of the apparent hopelessness of ever reconciling law makers with the dictates of common sense when the automobile is in question.

Let us assume, for the purpose or argument, the ridiculous proposition that the automobile is the Rich Man's Toy. As such, of course, it could hardly be the subject of hostile legislation any more than the rich child's toys in his nursery. But beside the accusation of being an evidence of wealth, a further charge laid against the automobile is that, owing to its speed, it is a public menace and a source of common danger. It is further stated that, inasmuch as it threatens to dispossess the horse, "man's best friend," the horseless vehicle deserves to be opposed by all true lovers of the noble animal.

To own a fast horse is considered a laudable ambition on the part of any man, be he rich or poor. To own a fast automobile is considered akin to a crime, of which only a rich man would be guilty. A fast horse is a horse that can trot *a mile in anything under three minutes*. As such he is given the liberty of the public highway, and an admiring public will gladly stand aside to watch him go past. A fast automobile—in Nassau county, for instance—is one suspected of traveling over the public highway at a greater speed than *eight miles an hour*. To prove such suspicion true, village constables, district attorneys and local motor-phobiacs will wait patiently for hours, stop-watches and tape measures in hand, in hopes of catching a "monster" transgressing the limit by ever so few minutes. And when caught, the luckless automobilist is given the option of breaking his neck and smashing his machine against an impromptu and illegal barricade on the public highway, or being marched off to jail amid the jeers of a rabble following.

Just reverse these positions between horse and automobile. Imagine a village community where automobiles driven at a rate exceeding twenty miles an hour (that is, better than a three minute gait) were hailed as wonders by country bumpkins, while fast horses suspected of trotting at better than a $7\frac{1}{2}$ minute gait (that is, over the eight miles an hour automobile limit) were pounced upon by local beadles, unless they chanced to dash their heads against obstructing furniture vans before being pulled up. All the world would agree that such a community had gone clean crazy. Yet the people of such community might reply with a show of reason, that their discrimination in favor of the automobile as against the horse was only a fair recognition of the relative control exercised by a competent automobilist over his machine, as compared to the helplessness of an expert driver

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when the animal had taken the bit in his teeth. To inflict such a restraint upon all horses simply because a spirited animal may occasionally get beyond control, or upon all drivers because a drunken brute may more frequently be seen lashing into a furious gallop would be unfair. But not a whit more unfair than the penalties imposed on automobiles and automobilists because once in a while an ignorant or reckless chauffeur may have charge of a machine.

The recent discussion of a speed ordinance by the Philadelphia Common Council has been fruitful in one thing. Dr. Thomas J. Morton, who is a member of the Council, and who is known as a lover of fast horses, put the case in a nutshell when he said: "I am a road driver myself, and know that eight miles an hour is a slow gait. I would not own a horse that could not go twelve miles an hour. Why, an animal that is of good stock can walk at the rate of seven miles, and when jogging along will far exceed the limit allowed by the Fairmount Park regulations. What is the use of hampering automobilists with a speed that is not fast for a horse, when it is acknowledged by almost everybody that the machines are easily controlled and as quickly brought to a stop as a fast-speeding team?"

Yes, what is the use? But the Philadelphia automobilists who have striven so earnestly thus far, might go one step further. Drop "*the hour*" altogether from the ordinance, and substitute "*the mile*." Amend the ordinance so that it will read "not less than so many minutes to the mile," instead of "not more than so many miles to the hour." Give the automobile exactly the same privileges as other vehicles, no more and no less. The automobile is able to take care of itself if given a fair show, but it should not be hampered with impossible restraints.

Westward the Course of Empire

THE unusual space devoted to the Paris-Vienna race in this and a previous number of *Automobile Topics* will be self-explanatory. The event is the most important of the year in the automobile world and the illustrations of the race itself, given in this number, are the first of any published in this country. With the shifting of the scene of the Gordon Bennett race next year to England, it is only reasonable to expect that the day is not far distant when the center of automobile interest will follow the natural course and find a permanent repository in the United States.

Plucky Automobilists

TWO instances of nerve on the part of automobilists, who boldly ran their machines into danger in order to save the lives of others, are recorded this week.

Mr. William E. Carter, of Philadelphia, proved himself to be the most gallant of automobilists the other day at Newport. To avoid colliding with an automobile containing two charming young women, he deliberately ran into a butcher's wagon. Miss Natalie Wells and Miss Cynthia Roche were speeding down Bellevue avenue, and with the assistance of a butcher's wagon succeeded in pocketing Mr. Carter,

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who was accompanied by Mr. E. Rollins Morse, of New York and Boston. The brakes refused to work, and it became a question of running down the wagon or the automobile in which were seated the young women. Mr. Carter chose the former, and fortunately no one was hurt.

Another chauffeur badly damaged his automobile by running it against a tree in a field in order to avoid running down a party of children who were playing in the road between Bartow and City Island. The occupants of the machine were thrown out, but, beyond a few scratches, escaped without injury. They were a Miss Birch, her brother, James Birch, A. L. Beckwith, and John Morris and the chauffeur. The party had been to Travers Island, and were on their way to City Island. The machine was traveling at the rate of 15 miles an hour as it approached the island bridge, and it was impossible to come to a standstill, when a dozen girls, none more than 12 years of age, were seen playing in the road, which is very narrow.

The chauffeur blew his horn repeatedly, but the children paid no heed. They were in imminent danger of being run down, when the man suddenly turned the heavy machine over into the narrow greensward at the side of the road. Before the other passengers could catch their breaths they were sailing through the air in different directions. A sudden swerve of the steering gear had jammed the automobile head into a tree, smashing it badly.

The automobilists left the place in a carriage, the chauffeur remaining to look after the damaged vehicle.

Clubs and Associations

The Bronx Automobile Club was organized April 12 last and has fourteen members. The officers elected are: President, J. G. Sauer, M. D.; vice-president, A. C. Geyser, M. D.; secretary and treasurer, F. M. Jeffries, M. D. A constitution and by-laws on lines with those of the American Automobile Club were adopted. The first club run will start from 138th street and Mott avenue, at 1.30 p. m., Saturday, July 19, and will proceed to Hunter's Island Inn, in Pelham Park, where lunch will be served.

Permanent officers of the Kansas City Automobile Club were elected last week, as follows: President, Louis Curtiss; vice-president, Ferd Heim; secretary, Myron C. Albertson; treasurer, C. F. Lovejoy. It was decided to hold another meeting this week, at which all who wish to join at that time may be entered as charter members. The following members enrolled their names: D. D. Dutton, W. T. Irvon, W. L. De La Fontaine, C. F. Lovejoy, F. R. Sanborn, J. H. Wittman, D. F. Piazzek, E. S. Morris, R. L. Huesk, Louis Curtiss, Edwin S. Hall, Dr. G. L. Henderson, W. E. Roby, H. W. Loose, Henry C. Merrill, E. P. Moriarity, P. A. Pollock, Myron C. Albertson, Dr. Cordier, Dr. Mathis, Dr. Merriman and Ferd Heim.

The attendance at the meeting, and the number of regrets sent in, indicates that Kansas City has taken hold of automobiling with enthusiasm. In the club room there were more than 50 owners and enthusiasts, and the lively interest

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manifested in all that transpired showed that those present were not there out of idle curiosity. Everyone had something to say, and many new ideas were offered. Several members of the club announced their intention to make a run over the course of the endurance contest for July 18. They invited all owners of machines not yet members of the organization to go along, as in this way they may become familiar with the route, and guard against delays that might otherwise occur.

The A. C. A. Boston-New York endurance run committee will meet in a few days to decide upon the date and preliminary details. There is strong sentiment, however, in favor of October as the best and most convenient month for the test.

Co-operation with the Chicago Automobile Club in its proposed endurance run this autumn from New York to Chicago has been refused by the Automobile Club of America, owing to all its attention being required by a similar enter-



M. BARDIN ON DE DION (QUADRICYCLE)

prise of its own. The A. C. A. secretary has been instructed to thank the Chicagoans for their invitation, and to express the club's regrets that the requirements of its own endurance run from Boston to New York and return, scheduled for about the same time, will render it impossible for it to undertake further responsibility in the same direction.

Arrangements for a clambake at Pleasure Bay for members and guests of the Automobile Club of America are nearly completed. Many members are among the Jersey coast summer colonists. These will be joined by the New

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York contingent and the Long Island summer residents, many of whom will make the run in their machines.

Professional chauffeurs are talking of forming a league, with a view to protecting their interests, after the manner of their French confrères. The parent association will be composed principally of New York chauffeurs, including all foreign professionals. One of the chief reasons for this movement is the fact that, attracted by the liberal wages paid to chauffeurs, on account of the increasing growth of automobiling, and the scarcity of operators, many young and inexperienced men, after a few lessons in handling a machine, palm themselves off as professionals. Many of the accidents in the past, and the greater number of the complaints about reckless and fast driving are directly attributed to these inexperienced chauffeurs. It is the object, therefore, of the league, when under way, to prevent any operator from becoming a member unless he can show that he is fully competent to handle a machine. At the same time the league will undertake to induce employers not to secure the services of any chauffeur unless the union certifies to his ability and responsibility.

Indications continue to predicate an exceptionally brilliant event at the Long Island A. C. Brighton Beach meeting for August 23. Entries for the various heats grow more numerous daily, and it is regarded as a foregone conclusion that every prominent automobilist possessing a racing machine will face the starter for one or other of the events.

The 100-mile endurance run promoted by the Chicago Automobile Club, which was to have occurred last Saturday, has been postponed to August 2.

The Massachusetts Automobile Club intends to deal severely with its members found guilty of violating the speed law. The executive committee of the club has voted that the driving of automobiles in excess of the speed limit, and any other violation of the laws governing automobiles, is disapproved of by the club, and the club has called the attention of members to the fact that any member convicted of exceeding the speed limit may be expelled from the club.

The Automobile Club of New Jersey made a successful run from Newark to the Mansion House at New Brunswick, N. J., on Sunday last.

The Decauville Car

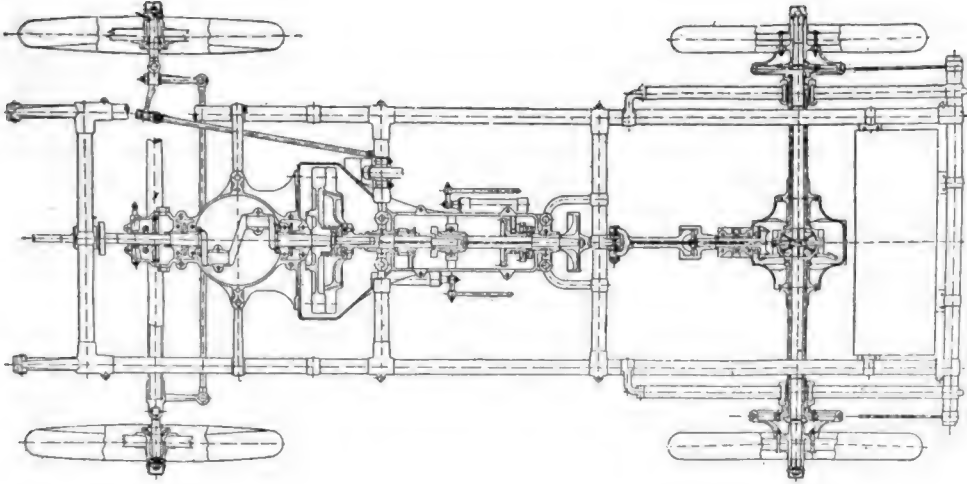
STILL another make of French automobile is to be imported into this country. This time it is the Decauville. The vehicle has a number of special features which are of interest. As the illustrations showing the elevation and plan of the chassis demonstrate, the frame is constructed of steel tubing, strongly reinforced by cross tubes.

Two vertical cylinders, 110 mm. in diameter by 110 mm. stroke, make up the engine. At a speed of 1000 revolutions a minute it develops 10 horse power.

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A governor is provided, as is also an accelerator, acting on the exhaust valve. The ignition is of a special magneto-electric system.

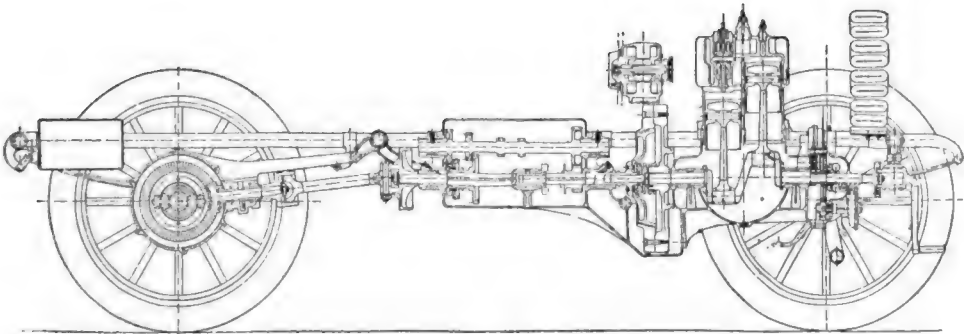
Accumulators are used for ignition purposes, as usual, but in the circuit a dynamo is ingeniously arranged. It is driven by the engine, and by this means the storage batteries are not allowed to become discharged.



DECAUVILLE 10-H.P. CAR.

Particular attention seems to have been paid to the question of the lubrication of the various moving parts of the motor.

The vehicles are well fitted with speed-changing devices. Four speeds ahead and a reverse are provided. With the engine running at 1000 revolutions per



SECTIONAL ELEVATION OF DECAUVILLE 10-H.P. CAR.

minute the carriages are capable of traveling at a rate of from 12 to 55 kilometers an hour.

The change-speed gear box is combined with the crank case. The arrangement is such that when on the high-speed gear the power is transferred direct without the intervention of any spur wheels. From the gear box a universally-jointed shaft and bevel gearing convey the power to the rear live axle. The

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lubrication of the five principal bearings of the crank shaft and live axle is accomplished by means of rings similar to those in use on large dynamos. The cranks themselves are centrifugally lubricated.

Complete in every point, the vehicle weighs between 11 and 12 cwt.

The staying powers of this car are well shown by the fact that the run from Edinburgh, Scotland, to London, England, was recently made by one of these cars, between the hours of early morning and night. The running time for the 400 miles was 20 hours and 40 minutes, or at the rate of about 20 miles an hour for the whole distance. Not a single stop was recorded against the car during this long run, and none of the parts developed any need of adjustment.

Sport and Utility

The Locomobile Company of America added to the record of their automobiles as mountain climbers this week, when two vehicles of their make climbed Greylock Mountain, 3500 feet above sea-level, in the Berkshires. The two locomobiles to make the trip were a light surrey, containing four persons, and a light victoria, with two passengers. The party was in charge of S. G. Jaeger, of Springfield, Mass., and reported that they had no difficulty in going up the steep grades. The distance from North Adams to the summit was 12 miles, over heavy mountain roads. This is the first time the feat has been attempted.

Mr. John Gubbins, Ard Patrick's owner, is an automobilist, and it is stated the Derby winner allows his master's motor to career around him without turning a hair.

The London Road Car Company, the second largest of the London street omnibus companies, has ordered 10 Fischer electro-gasolene 'buses to be built at Hoboken, N. J., at a cost of £500 sterling each.

The new 'buses are to be delivered in three months. They will have a speed of 12 miles an hour and a capacity of 30 passengers, as against 26 passengers carried by the horse 'buses. The Fischer 'buses will travel 100 miles a day, as against 56 by the horse carriages. The cost of running each 'bus will be 2½ cents a mile.

At the recent meeting of the stockholders of the Centaur Motor Vehicle Company, of Buffalo, N. Y., the following officers and directors were elected Lewis Emery, Jr., Bradford, Pa., president; H. C. Wilcox, Bradford, Pa., vice-president; J. B. Eccleston, Buffalo, N. Y., secretary and treasurer; Delevan Emery, Bradford, Pa., and M. F. Barrett, Buffalo, N. Y.

The company have made a long time lease of the five-story brick factory building at No. 59 Franklin street, having two store fronts on Franklin street, and are now rapidly installing the most modern machinery for the manufacture of the "Centaur" electric and gasolene automobiles.

Senator Emery, president of the company, is known throughout the business world by reason of the very successful competition he has conducted against the Standard Oil monopoly for a number of years, and the position he now occupies

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as being the only individual competitor operating refineries, pipe lines, ocean tank lines and distributing stations in almost every country of the world. Mr. Emery and his associates are a very progressive class of men, and being heavy stockholders of the Centaur Company, have a natural pride in assisting, financially, in the development of the new company, which under the capable management of Mr. Wilcox and Mr. Eccleston cannot but become a factor in the rapidly advancing automobile trade.

The electric, as also the gasoline machines, thus far turned out by this company have demonstrated their several features of superiority as unquestionable, and sales of the company's product are much in advance of their present capacity. Plans are already being advanced for the 1903 season, when the company hope to be in position to supply these types of rigs promptly.

The National Association of Automobile Manufacturers has appointed a committee to protest against the Government order to exclude automobiles from Yellowstone Park.

In view of the growing tendency on the part of the shopping public to get a free ride on the pretence of trying an automobile, many manufacturers are considering a proposition to make a charge for trial trips exceeding half an hour. Hitherto it has been a comparatively easy matter for a party to work a pleasant spin up the Hudson these summer evenings, with no intention of buying a machine.

Omaha evidently means to give Chicago a lesson. A new law is now under consideration by the Omaha city council which will permit power-driven vehicles to run at the rate of 12 miles an hour in the streets.

Mr. Guerin, of Dublin, has recently had the pneumatic tires taken off the back wheels of his 8-hp. Argyll car, and Buffer solids fitted instead. We happened to meet him shortly afterward, and found that his experience has been similar to ours when we adopted this combination on our Daimler. On a good road he finds no difference in the running of the car, while up hill there is a distinct improvement. He tested this on one grade which he had never previously ascended on the high speed. With the solids on the back wheels he climbed it easily. We have made arrangements with him to carry out an interesting experiment in connection with this combination. He still has the pneumatic-shod wheels, and at an early date we intend testing the car on a hill both for speed and power with the solids first, and then changing on the spot to the pneumatics, and repeating the trial.—*Motor News, Dublin.*

Automobile schools for horses was the subject of discussion at the meeting of the Board of Governors of the Automobile Club of America last week. A letter which is to be sent to the members will urge the members residing at present in the country to devote an hour or more each day to the education of horses in the public squares. It will further contain definite suggestions as

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to the methods of instruction which have been successfully followed by several of the members.

Mr. Albert R. Shattuck, president of the club, related his experience with such a school established by him at Lenox. He told how in three lessons of half an hour each he had broken two green colts to the automobile, so that he could drive his machine past them at 30 miles an hour without frightening them. Mr. Shattuck said he had horses driven to, alongside of, and around his machine, both while it was standing and moving, and that they soon became accustomed to it.

Mr. Jefferson Seligman, a governor of the club, volunteered to establish such a school at West End, Long Branch.

At Kenosha, Wis., George W. Bennett, formerly of Brooklyn, has opened a school for educating horses, and he is favored with the trade of most of the equestrians.

Automobile polo is the latest addition to the realm of sport, and Joshua Crane, Jr., of the Dedham Polo Club, Boston, has demonstrated that auto polo is a possibility. Mr. Crane has discovered an entirely new sphere of usefulness for automobiles. At Karlstein the other day, Mr. Crane gave an exhibition of his skill in running the machine with one hand and making pretty strokes with a polo mallet, knocking the ball the length of the field as cleverly as he could from a polo pony.

At the end of his run Mr. Crane rapped a backhander, and then in a jiffy made a dazzling turn at speed with his automobile, and was on the ball again for a run to the other end of the field. Mr. Crane also successfully tried some fancy shots between the wheels of his machine, and altogether gave a very remarkable performance.

There was one drawback, however, regarding the strokes which may be used by a chauffeur. On a touring machine it is impossible to make near side strokes; but this might be accomplished on a runabout.

Of course it takes considerable skill to hit a ball from the driver's seat on an automobile, as the player must reach out over the wheel, and at the same time maintain control of the machine.

The Automobile Club of Great Britain now numbers 1,514 members, and the income from members' subscriptions for 1902 is estimated at £9,042.

Chas. B. Shanks, Geo. Collister and Windsor T. White are now at work on the details of the Cleveland-Detroit run, to be held in September. It is planned also to have a two days' meet at Detroit, in connection with the Cleveland race.

The National Association of Automobile Manufacturers has approved, by more than 90 per cent. of its membership, the standard form of guarantee to accompany automobiles when a sale is made. It provides for a guarantee for a limited time after the sale, though the guarantee does not cover the tires.

Some manufacturers, practically those turning out the cheaper machines, are averse to giving any guarantee when the machine is taken from the city, but

AUTOMOBILE TOPICS

as the outside trade for the past few weeks has exceeded the sales for home consumption, and they are likely to grow still larger, manufacturers will find it to their interest to accede to the demands.

Although Frenchmen are greatly disappointed at the loss of the Gordon Bennett Cup, the Paris automobile trade is deriving an enormous boom from the contest. It is stated this week on good authority that the Paris manufacturers have already received orders for 20,000,000 francs' worth of machines.

Automobile delivery wagons have become so popular among manufacturers and merchants that the few concerns making such vehicles find themselves swamped with orders. One agency during the past six weeks has taken orders for 240 trucks and delivery wagons, none of which can be delivered before the fall.

Roman experiments with an electric automobile have convinced the postal authorities there of the utility and economy of such vehicles for the use of the postal service. The van in question was used for collecting letters, and accomplished as much work as two of the old wagons. A trial of the same system will be held in Milan, and if the tests are as successful as those held in Rome, the system will probably be employed by the postal authorities throughout all the larger Italian towns and cities. Full details of the tests are not now available.—*L'Electricita, Milan.*

Good Roads Convention

THE first real convention for the advancement of the Highway Improvement Cause will be held at Atlantic City, N. J., on July 16, 17, 18 and 19. All the prominent Good Roads associations of both the East and West will be represented, together with the L. A. W., automobile associations and the riders and drivers of the country. On the opening day, the 16th, both afternoon and evening, speeches by men not only prominent in good roads movements but in the world of science, letters and business, will take up the subject from various points of view. There will be afternoon and evening sessions and the extremely backward condition of the United States in this one vital necessity for civilized peoples will be illustrated by means of the stereopticon and compared with the fine highways of Europe and other portions of the world. The hauler of heavy loads, whether he be agriculturist or have manufacturing or business interests will be represented as he is most vitally interested. The user of the highway for touring and for recreation will also have a large delegation and plans will be presented which will certainly meet with acceptance and which will be backed by the strongest influences in the United States to push this country from the most backward in the list of civilized communities to a place at the top which it has already gained in almost every other line.

Attention is called to an item of special interest to New Yorkers, namely, the placing at the disposal of highway improvement enthusiasts of a special car on the Pennsylvania Railroad and another on the Central Railroad of New Jersey,

AUTOMOBILE TOPICS

provided the number of applications do not fall below twenty-five. Besides the discussion of the very vital question of highway improvements there will be held a bicycle tournament, races and specialties belonging to the present day. Smokers, dinners and runs have been laid out for both automobilists and cyclists and all plans perfected to give the visitor to Atlantic City on the 16th, 17th, 18th and 19th days of July a wonderful wealth of good roads knowledge, combined with sports and pleasures of every description.

Trade Notes and News

[Insertions under this caption 3 cents per word; minimum 50 cents per insertion. Payment must invariably be made in advance—in postage stamps if desired—as no accounts can be opened for this class of advertising.]

FOR SALE.

One Locomobile, last year's make, with touring leather top, latest improvements, steam air pump and steam water pump, in first-class running order.

One Milwaukee Surrey seating four passengers, in excellent condition, as good as new, only slightly used, rear seat control, all latest improvements.

One Darracq 1901 model, detachable tonneau body convertible either into a runabout or tonneau, practically new, only slightly used, guaranteed in first-class condition.

One Darracq 1902 detachable tonneau model, slightly used. Special price on application.

One De Dion Motorette, 3½ horse-power water cool motor, in perfect order.

One De Dion Rockaway 5 horse-power water cool motor, new, never been run.

One Darracq 7 horse-power tonneau motor car, slightly used.

One 9 horse-power latest style Darracq Touring Car, slightly used.

One Waverley Surrey in excellent condition, used very little.

One motor quartercycle, convertible into tricycle, in first-class condition.

All of the machines listed above are guaranteed as represented, and must be seen in order to be appreciated. The above machines were taken in trade for new and

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YOUNG MAN (colored), wants position as chauffeur on Winton or Packard automobile. J. E. Hicks, Cold Spring Harbor, L. I.

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FOR SALE, at bargain prices, two Columbia Runabouts, one Columbia Stanhope with new batteries, one Darracq Touring Car and one Locomobile. D. W. SCWERS, Buffalo, N. Y.

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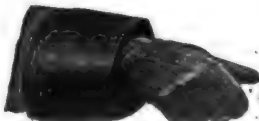
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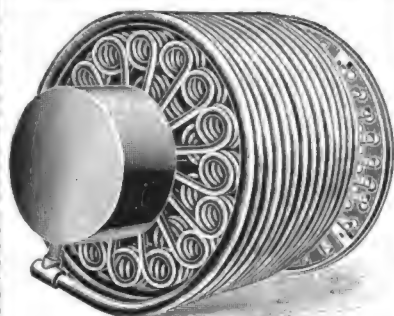
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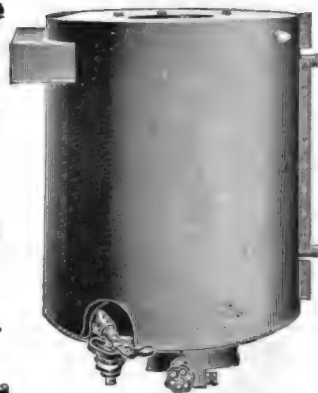


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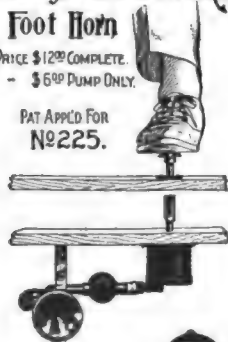


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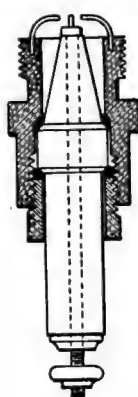


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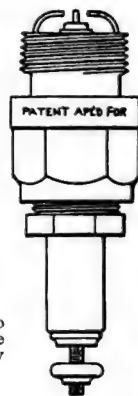


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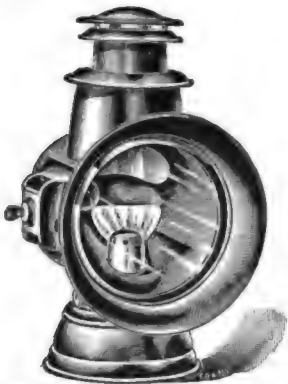
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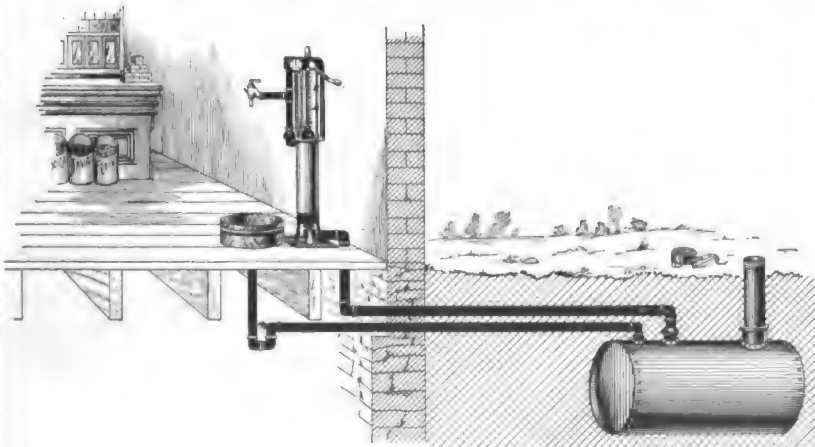
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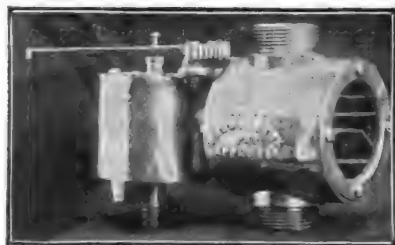
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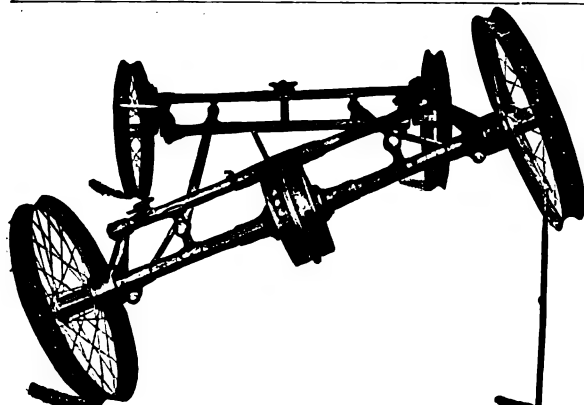
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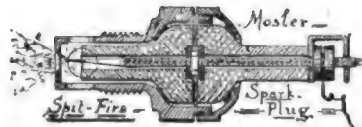
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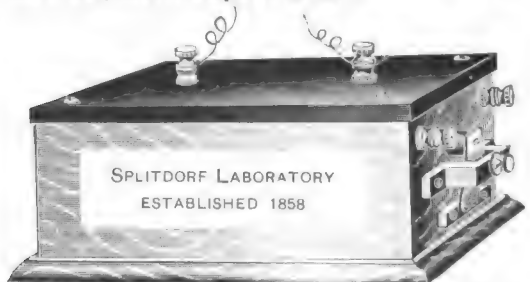
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Vol. IV.

NEW YORK, JULY 26, 1902.

No. 15



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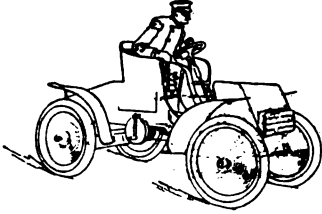
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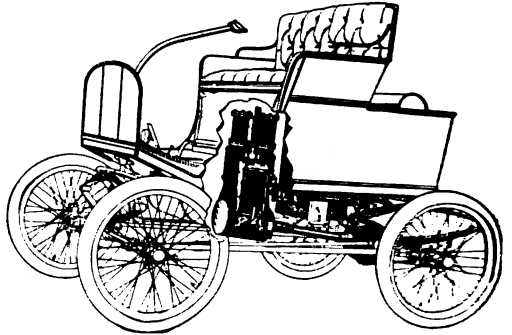


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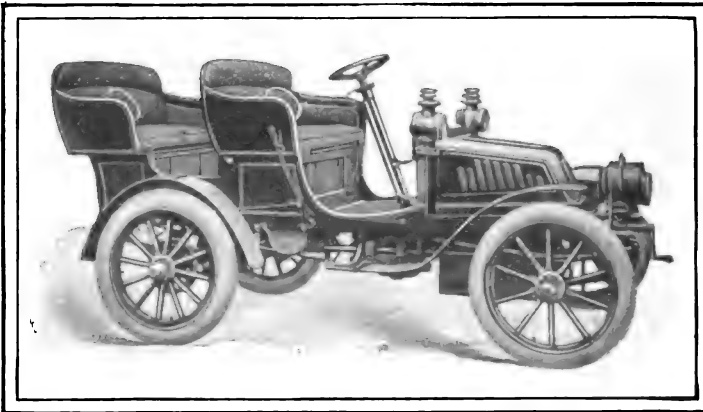


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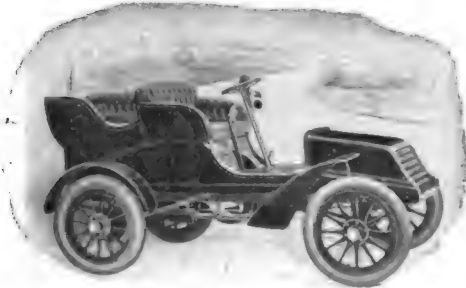
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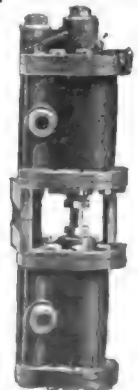


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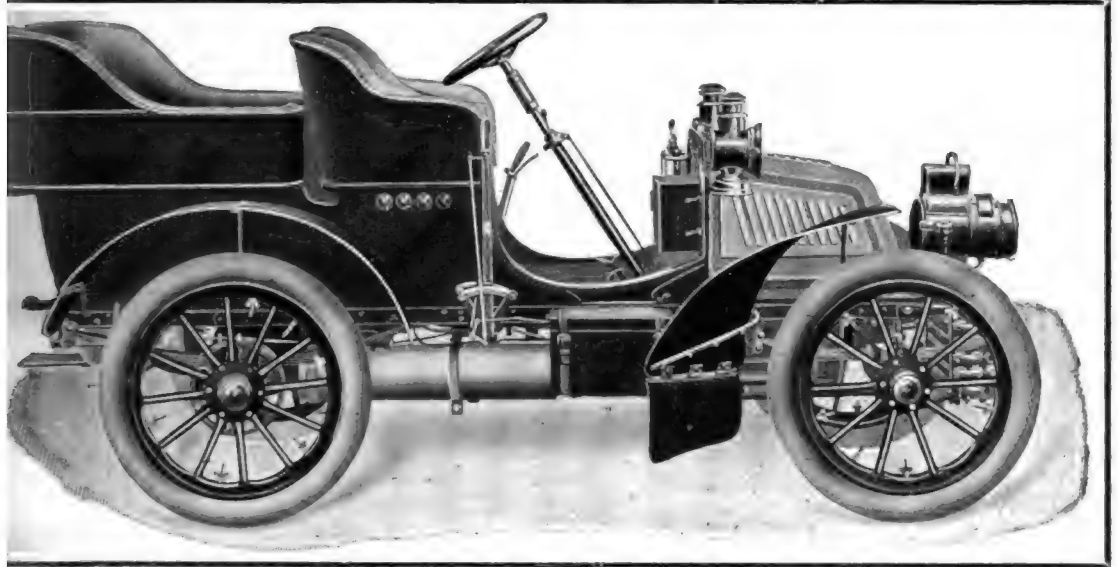
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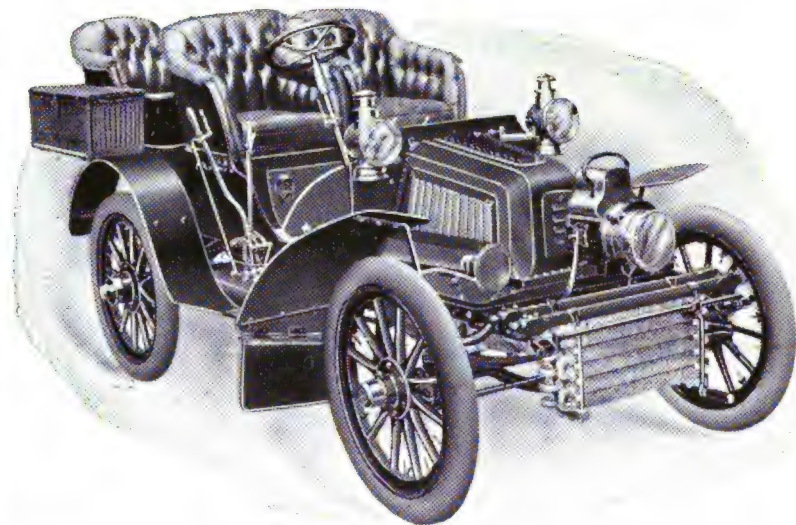
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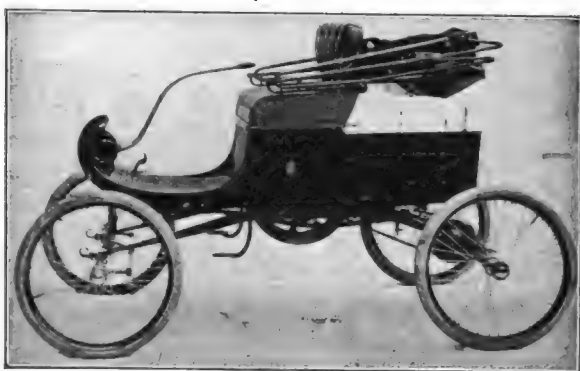
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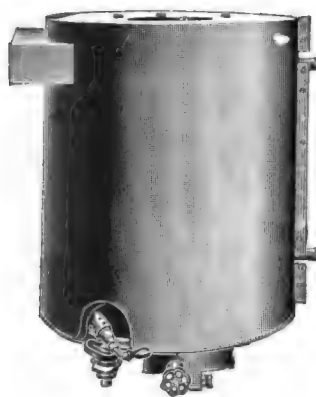
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Automobile Topics

Illustrated.

VOL. IV.

JULY 26, 1902.

NO. 15

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AUTOMOBILE TOPICS FOR SALE ON ALL NEWS STANDS

Agency for Foreign Subscriptions:

INTERNATIONAL NEWS COMPANY

Breams Buildings, Chancery Lane, London, E. C.

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QUEEN MAB OF THE AUTOMOBILE.

Automobile Topics

Illustrated.

VOL. IV.

JULY 26, 1902.

No. 15

The Lady Automobilist

THE year of grace 1902—in spite of an apparently interminable winter when overcoats defy almanacs—is developing a new chrysalis, healthy and promising, the creation of the new century. From shadowy beginnings, vague and indistinct, her silhouette grows gradually more defined, her form becomes stronger, and as a type her individuality is already immortalized as the Lady Automobilist (*Femme Chauffeur*), writes Pierre Souvestre in *Auto Velo*.

In its infancy the automobile had no more bitter enemy than the fair sex. It was a “new arrival,” uncertain and disquieting, hence all the more to be antagonized since one could not say where it might offend. Would this new pastime, when fully appreciated, set up a rivalry with the eternal attraction feminine to the affections of the sterner sex? Would it, like the defunct “Bicycle Queen,” exercise a tyranny over husbands, brothers and lovers, demanding the sacrifice of half one’s holidays and pleasant outings for the sake of peace and quiet? Or was it something more to be dreaded, a dangerous toy, a perilous thing hanging like a sword of Damocles over the devoted heads of papas and children? The feminine mind was uneasy. It was jealous. And in this frame of mind, woman, like a true daughter of Eve, armed herself with her weapon of coquetry to combat her foe.

* * *

Of course, there were many difficulties to be overcome. Automobiles in the early days were far from being ideal shrines for feminine charms. Moreover, in that age of experiment there were no end of disagreeable incidents inseparable from automobiling. One’s hair became tousled, frizzes flattened out, reddened noses and roughened cheeks utterly ruining the most delicate combination of violet trimmed hats.

Hats! What domestic dramas of whose agony the rest of mankind knows nothing were not caused by this question of Hats! What tragedies were witnessed at the milliners!

“I require a hat for automobiling.”

“How is this, Madame?”

AUTOMOBILE TOPICS

"No, not a man's cap. Neither do I want a boatman's. Something of the shepherdess style, one that won't blow off—"

"Well, these, Madame—"

"No, this is too small, that is too large. None of these would stay on my head—"

And so on, and so on.

Milliners' assistants were driven crazy.

But by and bye, as always happens in this world, all difficulties were smoothed over by everybody striving good-naturedly toward that end. Designers so improved their mechanism that Madame might be sure to arrive home an hour before dinner to renew her toilet. Carriage builders exercised their ingenuity to devise soft cushioned seats for Madame's convenience, with elegant hoods to shield her from cold wind or disagreeable weather. Last and most important of all, Dame Fashion so far lent an ear to the question of the day that the style of dress evolved by the deities who preside over her destinies was pronounced so ultra fashionable that people with no intention of automobiling adopted it.



TWO GAINSBOROUGH HATS FOR AUTOMOBILISTS.

Having thus vanquished its defences it now became necessary for the fair sex to complete the conquest of the half subdued monster itself. To accomplish this the most excessive hauteur alternated with blandishments and cajolery of the most up to date kind were freely used. Audacity and feminine curiosity quickly overcame the intricacies of mechanical mystery. The secrets of carburation, charging, changing speed were soon mastered. From timid infantile steps she soon passed by rapid flights (with a capital F) to daring and graceful evolutions which amazed old chauffeurs and even began to boast of the first blister on her fair hand, which to her astonishment didn't hurt a little bit.

AUTOMOBILE TOPICS

The Lady Automobilist thus blossomed forth in all her glory and by her gracious approbation endowed the future of the great automobile industry. Her example quickly became contagious. Not to speak of the daring members of the sex who have taken part in great races like Paris-Berlin and Paris-Vienna, the fair automobilist in her dainty vehicle, which she manages with graceful dexterity, is now become an integral part of the world of fashion in the Bois or on the Champs Elysées.

* * *

The will of woman is the will of God. Inventors, builders, governors, husbands and brothers must needs yield assent. Even M. L'Ingenieur des Mines (French Superintendent of Public Highways) whose word is the open sesame to the public road is powerless to complicate the difficulties of red tape to exclude the fair sex from obtaining licenses.

If, therefore, the sex and the automobile are thus enamoured of each other, it would be impertinent on our part to suggest which has made the conquest. That question has been decided by a verdict favorable to both sides.

A Pleasant Day on the Hills

BY H. S. CHAPIN.

COME for a roll, old man! Where are you going? Up in the Berkshires—to-morrow. All right.

That was Wednesday.

Thursday morning bright and early we gathered at the station in Brooklyn. Every nut had been tightened, every adjustment made, and the bright surrey rolled out of the station into a sudden down-pour of rain, where a moment before had been sunlight. It was brief, however, and we pushed on with our ardor little dampened by the falling water. At the foot of Forty-second street, as we came off the ferry it was again raining. Out came the rubber curtains and boots, and we continued our course full of hope for an improvement in the conditions.

The further we went, the more frequent and heavy were the showers. The silent carload of still hoping men watched the slippery road over which we cautiously felt our way, wondering "when she would skid," and what kind of fools to call ourselves for starting on a pleasure trip under such conditions.

Up through beautiful Yonkers and Tarrytown, thinking the rain would improve the sandy stretch at Ossining and Croton landing, we worked along in no pleasant humor; and had this continued the day would not have been worth telling of. But every cloud has a silvery lining, and as we neared Peekskill the roads became somewhat better. The rain slackened and we stopped where the Automobile Club had stopped nearly a year before, for our dinner. Only an automobilist can appreciate the genial look of that dining room, after the morning in the searching storm. Only one who has run a heavy motor car can appreciate the relief from nervous strain that came with that good dinner, and the feeling that we had accomplished so much without a single skid or other danger attending our difficult course. Even horse drawn vehicles that we passed had been seen with sliding wheels on the slippery surface, and we cannot but praise our Haynes-Apperson car for never once failing to grip the road on the curving greasy grades and sandy levels.

AUTOMOBILE TOPICS

Dinner over, under a rapidly brightening sky we started forward facing the famous Nelson Hill. No one in Peekskill could give us any news of the road, of which rumors had reached us, going round this noted climb, and much speculation was indulged in regarding the completion of the new thoroughfare. Before reaching the foot of the hill a short grade where our gradometer marked 23 per cent. was encountered, the machine gliding smoothly over it with only one-third of the power given to the engine, and as we moved up at a naturally slow speed



MRS. HAROLD HARMSWORTH IN HER 12 HP. PANHARD.

with our spirits rising one of the party jumped out to gather a supply of stones as salutes to the many roadside dogs who would chase us, judging by the excited canines that had followed us earlier in the trip.

The dog that chases an automobile usually chases a horse, and many accidents have been caused in this manner. We felt that to teach a few of these animals a needed lesson would benefit all who use the road.

Nelson Hill came in sight and no sign of a turn, till just as we made up our minds that we must climb it, a gap in the trees on the right disclosed a sign reading, "New Road to Garrisons," and our steering wheels were guided into this welcome path. We found the road in a rough, barely completed condition, but not difficult to travel, as we went at a moderate speed, although in one place, where it had evidently not been completely graded, we found a 14 per cent. rise, but aside from that it did not go over 6 per cent. and we sped along on our high gear, laughing and talking in the clearing atmosphere and the clean air that came with it over the mountains. A crow rose from the bushes by the roadside, mounted in the air, and was brought to earth by a lucky single shot from a revolver in the moving carriage.

Fifteen minutes was spent trying to secure the trophy from the dense under-bush, but as so many miles of road was before us the search was abandoned, and

AUTOMOBILE TOPICS

the powerful vehicle moved on over constantly improving roads until after passing Wappinger's Falls; the usually fast run to Poughkeepsie was found deeply rutted and muddy from continued rains, which the sun could not dry out under the dense foliage of this beautiful driveway. Mud-covered and with it the steersman glad to relinquish his post to rest his weary nerves, we reached Poughkeepsie and stopped for the usual automobilist's refreshments. Then off again on the glorious Sharon Pike at top speed, the roads plenty dry to hold the wheels, and wet enough for no dust to rise, we sped on to our goal, and many a steep grade was mounted with a rush on the top gear. Here we are, already at Milbrook, with its Halcyon



LADY MAUD WARRENDER IN JAPANESE BLUE FOX COAT.

Hall and magnificent estates. We found our average per hour mounting rapidly. The air chilled as we went higher and higher. The point was reached when we were fully 1,000 feet above sea level; the clear, dry mountain air which we breathed into our lungs was like a tonic, and our spirits rose and bubbled over as mile after mile was covered. Just then the engine stopped. No need to tell our sensations. But we guessed the trouble almost before alighting: a carelessly tied belt to the magneto having loosened at the lacing. It was getting late, so stowing the belt in the tool box we switched on the batteries and were off, mentally thanking the makers for the alternative that saved a delay. When the sun was about to disappear behind the Western horizon we made the long and tortuous run down

AUTOMOBILE TOPICS

Delavan Hill to the village of Amenia. Here we found friends, and started to tell to an appreciative audience the incidents of the day.

Can anything match the exhilaration of such a trip? Can any story give more than a hint of the contentment that follows such a day? If this can convey to those who are not able to get away from the city's toil one whiff of the joyous freedom we experienced—if the reading of it can lighten a burden or pass a moment pleasantly for those who were not with us, then the story is worth the telling. Such doings as these live in memory through life. Perhaps the joy would not have been half so great had we not pushed through the early difficult hours. And if our experience can serve to teach a discouraged spirit that there is always sunshine after rain; and urge it on as we pushed forward, through the darkness into the brightness, our trip will have accomplished more than the mere pleasure we had.

The Peerless Motor Car

A CAR of American manufacture destined, because of its meritorious points, to become even better known than it is, is the Peerless, made by the Peerless Manufacturing Company, of Cleveland, Ohio.

Its general lines are best stated when it is said that the car has a long wheel base, low center of gravity, with vertical motor mounted in front. The frame is



MISS CONSTANCE COLLIER AND MISS LETTICE FAIRFAX IN HON. C. S. ROLLS' 10 HP. PANHARD.

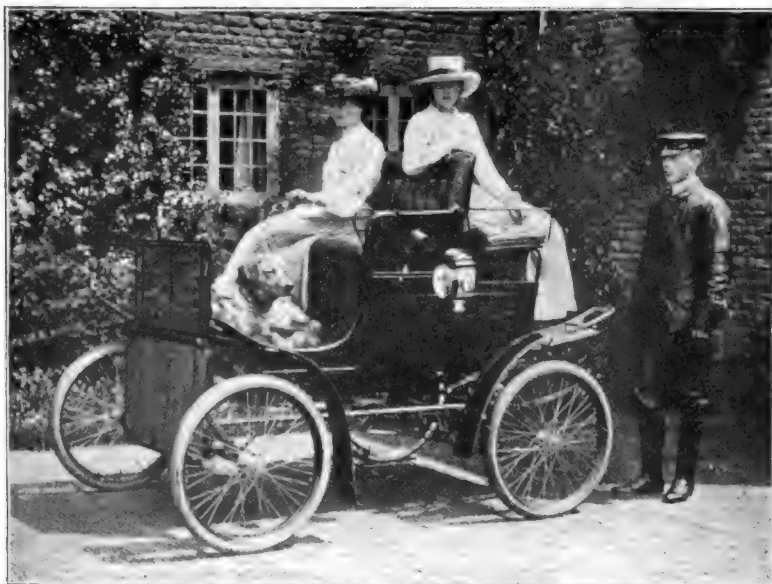
of channel steel in order to carry out the idea of locomotive construction, as the Peerless Company claims that a road locomotive should be developed along its own lines rather than along those of a simple horseless carriage.

Both front and rear wheels are pitched inwardly. A flexible axle makes possible the pitch of the rear wheels, and prevents all loss of power by excessive friction when strains of the road tend to throw the rear wheels out of alignment.

AUTOMOBILE TOPICS

The vertical motors have the crank shaft and wrist pins running in an oil bath. By this means the cylinders and all the bearings are oiled automatically. The vertical portion of the cylinders makes possible the equal lubrication of all sides with the piston rings wiping uniformly the entire circumference. Excess lubricating oil is thus done away with. The firing chamber and spark plug are the means of making the plug self-cleaning.

The muffling system of the Peerless cars is very effective.



MRS. STREATHFIELD AND HER LOCOMOBILE.

A vibrator of original design provides a jump spark system of ignition.

The circulation of the water around the motor is effected by means of a centrifugal pump operated by a friction disc against the flywheel.

Radiating coils requiring but five gallons of water provides effective cooling for the motors.

A special design of carburettor is used on the Peerless cars, and the makers claim it requires no adjustment to the varying speeds of the motor.

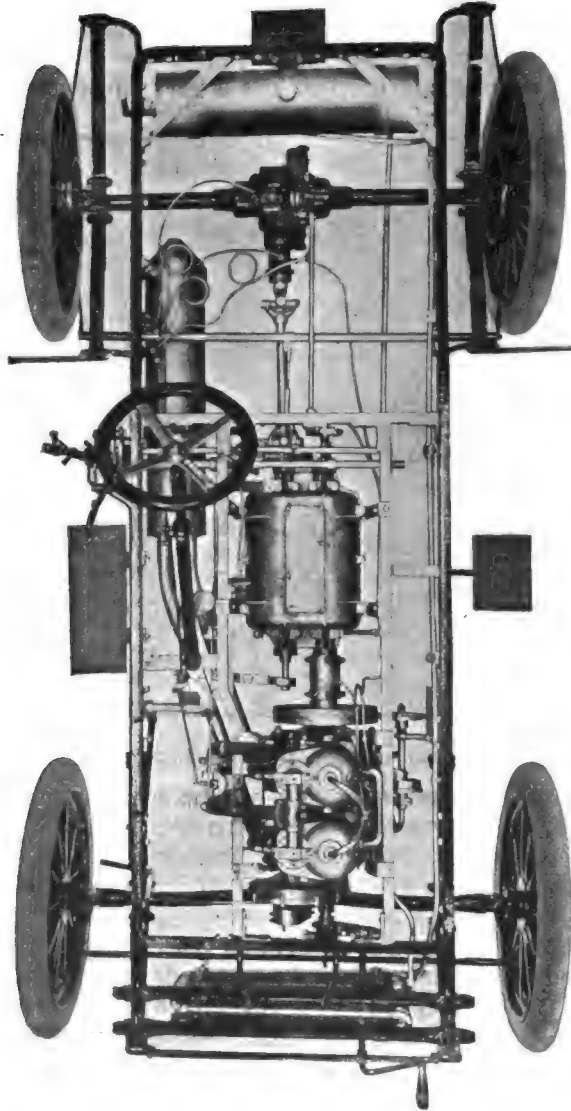
The drive is by means of a beveled gear attached to the compensating gear which is part of the rear axle, and which runs in an absolutely water and dust proof casing.

The speed gear is either friction clutch or sliding gear. It is connected with the driving gear by a universal shaft. All the gears are encased in an aluminum cover. They run in an oil bath. The speed gear is self-contained and is connected with the motor by a universal coupling, which protects the bearings, gears and clutches from any strain due to rough roads.

A single lever gives three speeds ahead and a reverse. The speed of the motor is regulated by advancing or retarding the spark.

AUTOMOBILE TOPICS

A throttle between the carburettor and motor operated by a foot lever allows of the varying of the power of the motor through its entire range. A positive control is thus supplied.



PEERLESS RUNNING GEAR.

On the high gear the connection between the motor and the rear axle is direct. So far as brakes go the Peerless car is well supplied. A lever at the right of the car operates a band brake on each of the rear wheels, where they are held by a ratchet until released. A foot brake operates on a drum between the motor and the compensating gear.

AUTOMOBILE TOPICS

The steering gear is very effective, strong and safe. By means of a knuckle joint and sleeve the steering column is bent, throwing the steering wheel away from the chauffeur when mounting or dismounting.

All the working parts of the vehicle are oiled by means of grease cups and sight feed oil cups with pressure pump.

The cars are either of the tonneau or phaeton type with rumble seat. The upholstery is striking and refined in its effect. Altogether the Peerless car is a credit to the company manufacturing it and it is to be highly commended for its thoroughly honest work in turning out a car like the Peerless.

Testing Speed by Photograph

SINCE the recent Paris-Vienna race comment has been made on the fact that Fournier in the Paris-Berlin contest of last year averaged 75 kilometers an hour, while no one did the Paris-Vienna course at an average rate of better than 50 kilometers. It is claimed that this showing is not to be laid at the doors of the machines, as they demonstrated that a very considerable advance has been made over the methods of construction of a year ago. The extreme difficulties encountered on the road, it is claimed, caused the great discrepancy between the average rate of speed per hour of this year's contest and that of the Paris-Berlin race. This is claimed notwithstanding the fact that the vehicles were supposedly much more powerful this year than ever before.



TAKING SPEED BY PHOTOGRAPHY.

The method of proving this view of the contest is rather interesting. Photography is the means employed. The measuring device is the work of M. Leon Gaumont, the distinguished manufacturer. It is claimed to be accuracy itself, and that speed can be determined by it to a certainty.

The illustration above shows M. Maurice Farman in a Panhard on the road between Combeau-Fontaine and Pont-sur-Saone. The vehicle when the picture was taken was making 103 kilometers an hour. Up to the time of the introduction of this method of M. Gaumont's speed rates were determined in France in much the same manner and about as accurately as our police determine them in this country.

Now all is changed. By a specially arranged shutter M. Gaumont is enabled

AUTOMOBILE TOPICS

to take two views of a vehicle; then by a simple mathematical calculation he arrives at the exact speed at which the vehicle was traveling when the pictures were taken. Of course, the necessity for a very high grade and active lense will be apparent. Otherwise the fineness of the work will not be apparent, nor will the experiment be successful.

It will probably be some time before the French police are equipped with these torments to the motorist, but even now the French papers are speaking about the likelihood of the invention being put to practical every-day use in catching those who do not obey the speed ordinances of the sections in which they are.

The next thing we know we will see our New York, Chicago, Boston, and perhaps Philadelphia police, if they are aroused from their slumber, snapshotting our automobilists in order to treasure up the photographs and exult over the victories they have landed by means of this most fiendish invention.

Berg Automobile Company

THE BERG AUTOMOBILE COMPANY, capital \$400,000, is the latest addition to the list of automobile manufacturing concerns. The company was incorporated last week under the laws of New Jersey and takes its name from Mr. Hart O. Berg, whose photograph in a Berg automobile is given herewith. The company's office is at 100 Broadway, New York.

The company has made arrangements with three large manufacturing establishments, one to build the various parts on an interchangeable plan, another to make bodies on designs brought from France by Mr. Berg, and which represent the most modern and up-to-date French products, and the third to assemble the parts ready for market.

It is the intention of the company to make two distinct types of running gear; one with two cylinders, developing at 800 revolutions 8 hp., and the other machine with four cylinders, developing at 800 revolutions 15 hp.

The 8 hp. light running gear will have two vertical cylinders balanced on a new principle, and with bearings sufficiently large to enable it to run for many months without any appreciable wear.

All parts of this motor will be most easy of access, especially the valves which, by the use of a new device, either one of the inlet valves may be removed separately at will in something like five to ten seconds. The carburetor will be readily detachable and will embody the several principles which are used in the best French and German carriages.

This carburetor is so arranged that the quantity of air admitted is varied automatically as the speed of the engine changes—thus enabling the engine to run most quietly and also allowing of its being reduced to a very slow speed at the will of the operator.

Special attention has been given to the ignition, which is accomplished by means of a jump spark, and the accessibility of the commutator is such as to enable one to remove same in less than a minute and replace it in the same time. This commutator is quite new, and the results obtained by continuous running with same has proven it to be satisfactory at all speeds of the engine up to the very highest.

AUTOMOBILE TOPICS

The speed changing device consists of a fixed train of gears with a moving train engaging with it for the different speeds, after the most successful French type of change gear. There are three speeds forward and one reverse. On the third or highest speed the transmission is direct without any intermediate gears between the motor and driving shaft. The rear drive is through a large bevel gear on rear axle and small pinion on driving shaft; all of sufficient strength to insure safe work on rough roads. Driving shaft has universal joints between the gear box and rear axle—the universal joints of this shaft being specially designed with a view to obtaining great strength. All oiling devices are automatic, and will require no attention.

There are two powerful brakes, one on the driving shaft which is pedal operated and which works through the differential—the other brake being hand operated and working directly on drums attached to each wheel.

There is but one lever controlling all speeds and reverse—both brakes work on the clutch, disengaging same before braking the carriage. The wheels are 32 inches in diameter, all four of equal size; the wheel base is extremely long, and



MR. HART O. BERG IN BERG AUTOMOBILE.

the carriage is hung very low, thus insuring great stability. Special attention has been given to the length and size of springs with a view to obtaining easy riding over rutty roads. The steering is controlled by a wheel and is worked on a nut and bolt system, reducing the back lash to a minimum, and making the steering positive. By a pedal contrivance the engine can be made to run from 400 to 1,200 revolutions at the will of the operator. The carriage will be supplied with a gasoline tank with sufficient capacity to carry it 150 miles. On account of the large

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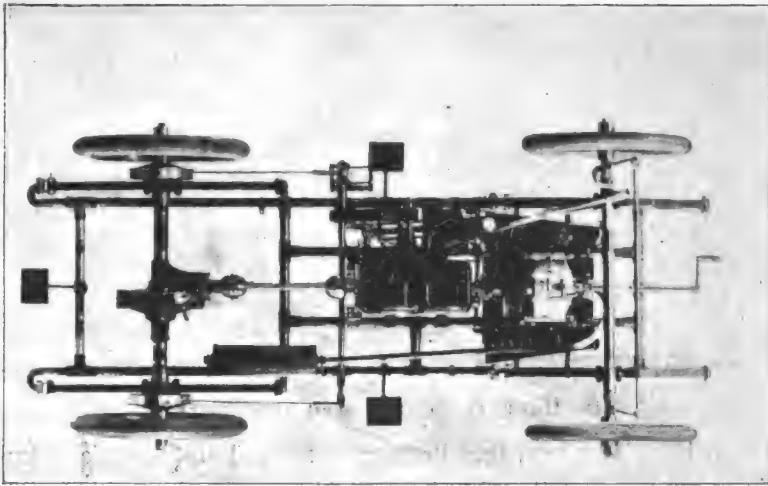
surface of the radiating coil, the water in the water tank will rarely have to be renewed. The pump will be incorporated in the engine, and will be of the ordinary French type with exceedingly large capacity. The gear when mounted will be so disposed as to be suitable for a double phaeton, surrey, tonneau or racing body. The body will be entirely independent of the running gear in every respect. The maximum speed of this carriage will be thirty miles an hour and grades of 25 per cent. can be readily negotiated.

The 15 hp. carriage will have a motor with four cylinders and of the same type as that of the 8 hp. carriage. The rear wheels will be chain-driven on the Panhard principle. This running gear will be fitted with 34-inch wheels. The frame of the gear will be longer and heavier than the 8 hp. carriage, and a very large carriage or small omnibus or delivery wagon can be readily adjusted to same. The maximum speed of this carriage with light body will be 45 miles an hour.

The price of the small carriage will be \$2,250 to \$2,500, while the large 15-hp. carriage will sell from \$3,500 to \$4,000, according to finish. The first lot of fifty already put in the works are nearly all disposed of. Next year the company will have facilities to turn out nearly 1,000 carriages a year.

The Knickerbocker Car

THE WARD LEONARD ELECTRIC COMPANY, of Bronxville, New York, is known the world over because of the excellence of the work turned out, and because of the patented electric apparatus invented by Mr. H. Ward Leonard, its president. That the Knickerbocker car will soon attract, and



THE KNICKERBOCKER CAR.

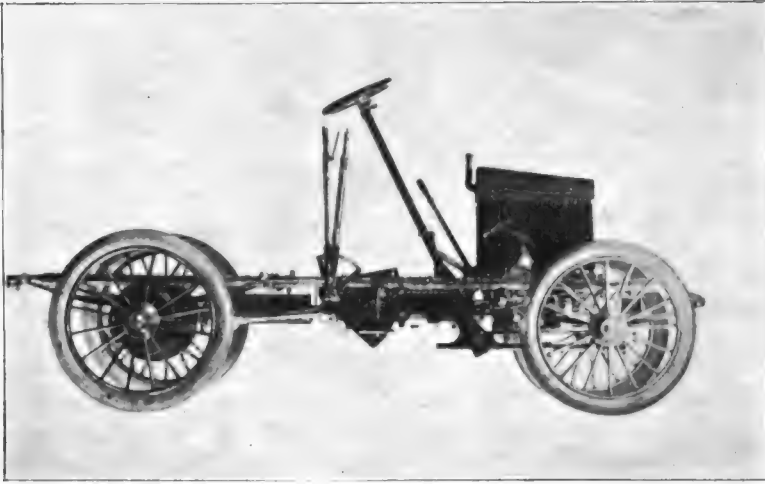
indeed is even now attracting, a large portion of the attention of the automobile public is a fact generally recognized.

Herewith are shown two views of the running gear of the latest type of the

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Knickerbocker car. The beautiful alignment and symmetry displayed in placing the mechanism on the frame will be instantly noticed. The work the motor has to do is all accomplished in a direct line and in the easiest way.

The type to which the Knickerbocker car belongs is that of the Renault, which recently captured first place in the Paris-Vienna race; the Darracq, and others of the same class. Indeed, the very marked similarity between the Renault and the Knickerbocker has been commented upon, and there seems to be but little reason to doubt that the Knickerbocker car when put to the same kind of a test as was the Renault will acquit itself as well. The Ward Leonard Company are disposed to think that the result of such a contest would be even more



THE KNICKERBOCKER CAR. STEERING GEAR.

satisfactory to them than it was to M. Marcel Renault, even though he vanquished all his competitors.

The Renault car is a beautiful piece of mechanism, but the Knickerbocker which was developed here almost simultaneously with the Renault is very simple.

The points wherein the Knickerbocker resembles the Renault are in the direct shaft drive, the beveled gearing and the thermo-siphon system of water circulation. Both cars use De Dion motors, the Knickerbocker being equipped with 10 hp., though they have lately been fitting some of their cars with another type. Both cars have three speeds ahead, and a reverse operated by one lever.

The steering gear as shown in the view herewith is particularly effective and strong. It is after Renault.

All the gears, speed changing devices and compensating gear operate in dust and water-proof cases filled with oil. The lubrication is very effective. The lubrication of the motor and all its parts is automatic.

The water cooling on the Knickerbocker car, the Ward Leonard Company claims, is even an improvement over the very effective Renault type, though both are equipped with the same general system. The makers of the Knickerbocker car

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claim that they never have had the slightest trouble caused by burning the motor valves because of the cylinder becoming overheated.

The clutch is of the friction type, the facings being of leather.

Two universal joints are used on the driving shaft. If it becomes necessary to get at the beveled gear on the end of the shaft, which acts on the differential, the result can be accomplished very easily by simply lifting the gear out when the casing of the differential has been removed and a few fastenings released. This so far has not been done on the Renault.

The car is well equipped with brakes, two of which act on the rear wheels and are operated by a foot lever. They are of the metal upon metal type. A third brake is operated on the shaft just back of the gear case. On the Renault car the brake drum is placed further out along the driving mechanism.

The system of muffling is particularly effective, and the absence of odors when the motor is in operation is very noticeable.

The water tank is made part of the motor hood, and is consequently directly over the motor at all times, thus supplying a very effective cooling system.

The starting crank after the motor has been put in operation is lifted from the shaft and hung in an automatic catch.

The springs on which the body is mounted are of the semi-elliptical type, and are well made.

A very valuable feature of the Knickerbocker cars is that none of the electric wiring comes back of the motor dash, as the batteries which are used for ignition purposes fit in a little compartment just in the rear of the motor. Two or three feet of wiring completes the circuit between the motor and the batteries. This does away with the necessity of making any extended search for the point of difficulty whenever the spark fails to materialize. All the wiring is in plain sight.

Three speeds ahead and reverse are given by one lever, which is similar to the Renault method.

Back of the motor dash none of the mechanism protrudes above the platform of the vehicle and so almost any type of body is admissible. The present types are a phaeton with rumble seat, and a tonneau. The bodies are beautifully upholstered and colored, and have several convenient little drawers arranged under the seats wherein a good many of the necessities of a touring trip can be carried.

What strikes anyone making an examination of the car most forcibly is the workmanship-like manner in which the Knickerbocker cars have been built. They have every appearance of having been carefully designed before work was commenced on them. None of the parts are placed in such a manner as would brand them as after-thoughts placed wherever they would fit in. All bolts and screws are keyed so that they cannot work out, and everything is as solid and compact as careful effort and engineering skill can make it.

All the necessary levers for the control of the speeds, clutches and motor are arranged with every thought given to the convenience of the operator. The motor, like most of its type, is controlled by advancing or retarding the spark by a lever on the steering column.

Brake Tests on Long Island

WHAT was a practical and educational test of the ease with which an automobile can be handled in crowded streets, and how quickly brought to a stop, was held on June 16 last.

The Board of Aldermen of the city of New York are at the present time considering the advisability of passing an ordinance restricting the speed of motor vehicles within the city limits. The tests were promoted by Messrs. Smith & Mabley in the interest of the motor vehicle industry. The party attending the test included Aldermen Joseph Oatman and Armitage Matthews.

The start was from the Hotel Navarre, Thirty-eighth street and Seventh avenue. The party proceeded down Seventh avenue to Thirty-fourth street, east to Fifth avenue, thence down Fifth avenue to Twenty-third street. Though the streets had been recently sprinkled, and the pavements were covered with the slime which encrusts New York City streets on a wet day, the three vehicles, a heavy gasolene omnibus and two tonneaus, were taken around the mass of vehicles and



TOLEDO 16 H.P. GASOLENE TOURING CAR, MADE BY INTERNATIONAL MOTOR CO.

trolley cars which are usually congested at the junction of Fifth avenue and Twenty-third street at a good rate of speed.

The cavalcade then proceeded down Fifth avenue to Waverley place, thence east to Broadway. Wall street was reached without accident, and Messrs. Oatman and Matthews were shown stunts in avoiding trucks and cars which often nearly took their breath away. Just when a crash seemed inevitable, a deft twist on the steering wheel brought order out of the seeming chaos, and the vehicles glided smoothly ahead.

Luncheon was served at Delmonico's, on Beaver street. Back up Broadway through the hours of the day most trying to the motorist who is seeking to negotiate that thoroughfare the party went without a single mishap. Wherever

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an opening appeared, the leading vehicle shot into the breach, the other two following close behind in order to hold the advantage gained.

Going over on the Thirty-fourth street ferry of the Long Island Railroad the work of the drivers of the carriages was pronounced a little short of marvelous for the speed was good and not a single accident occurred to mar the sport. The idea of the promoters of the test that it was not necessary to run into a wagon, a tree or a lamp post to avoid accidents, and keep a vehicle under control was fully established.

Miss Eleanor Thomas, well known because of her family connections and because of the expert manner in which she can operate her automobile, was on the same ferryboat with the testing machines. The vehicles reached the Hoffman boulevard in single line. Miss Thomas jumped into first place, and refused to be dislodged. She won her brush quite handily, and is an expert driver.

When Mineola, L. I., was reached the motorists were without the confines of an incorporated village. On a smooth piece of road between Mineola and Roslyn, a fifth of a mile stretch was laid off, and the brake tests were started.

The original feature about the tests was that the drivers were to stop on signal only, and when going at top speed. This was the first time such a test was ever held in this country.

H. R. Winthrop, in a 15-hp. machine, weighing 2,000 pounds, made the first trial and stopped in about fifty-seven feet, his speed being about twenty-eight miles an hour.

George J. De Whiting then came down the whole stretch of a fifth of a mile at about twenty-three miles an hour, and when one of the spectators who lined the side of the road stepped on the course, this being the stop signal, he brought his vehicle to a standstill in ninety-one feet nine inches.

H. Armour Smith then tried a stop, and succeeded in coming to rest from a thirty mile an hour clip in ninety-five feet three inches. It took one hundred and six feet to stop one of the vehicles when going at forty miles an hour, and fourteen feet when traveling at eight miles an hour.

A rapid return journey to the city was made by the vehicle in charge of Mr. George J. De Whiting. Carriages, bicyclists and other motorists were passed as if they were standing still. Ugly dogs chased after the machine, but by the time they had opened their mouths preparatory to the making of a series of yelps the thick dust raised by the now fairly flying machine made their screechings die away in a series of sickly and choky gurgles. In spite of innumerable drawbacks to speed in the shape of large produce wagons, trolley cars, etc., the vehicle was on the Thirty-fourth street ferry in less than an hour from the time of leaving Mineola.

The judges in the braking contests were Aldermen Matthews and Oatman, and Secretary Butler, of the Automobile Club of America. They all expressed themselves as most highly pleased with the results of the test, and the Board of Aldermen cannot help but be influenced by the plain statements of two of their number, who were given every proof that an automobile is not an engine of destruction, but a very safe vehicle when properly handled. Maybe the result with the honorable Board would have been better accomplished by giving Alderman Bridges and his New York friends from "de Ate" and the "red light" districts a ride such as this, which would impress itself on their memories forever

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Still, motorists can well pin their faith to two such able advocates as Messrs. Matthews and Oatman, who undoubtedly will do their best to keep the other city fathers from passing restrictive ordinances which might tend to make them appear ridiculous, as is the case with the fathers of several other of our cities.

Sport and Utility

ANOTHER American concern is making spark plugs. This time it is the American Machine Manufacturing Company, of South Boston, Mass.

The plug consists of a shell of steel having any desired thread at one end which allows of its insertion into the explosive chamber of the engine.

A hole tapered toward the outer end of the shell is fitted with a bushing of pure sheet mica one-sixteenth of an inch thick. It is said to be capable of great resistance to electrical current. A steel electrode, tapered to correspond to the hole in the shell, is fitted under great pressure, which makes an almost indestructible joint.

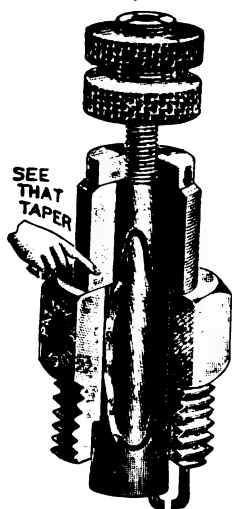
Between the mica bushing on the electrode and the steel shell is a cavity which is said to prevent the formation of carbon between the electrode and the shell. Above the shell, and fitted around the upper part of the cone and the electrode, is a layer of mica washers forced together under great pressure, and held in place by a jam nut.

The binding nut for securing the wire connection has a unique and positive locking device, being operated by screwing a slightly tapered nut over another nut having a tapered sleeve, which binds the nut on the wire and the electrode. It is said that this arrangement absolutely prevents the loosening of the wire.

Pure platinum square wire only is used for sparking points.

No adhesive or shellac of any kind is used in the making of this plug. The formation of carbon due to such agency is therefore reduced to a minimum. Altogether the manufacturers of this plug seem to have evolved a device which is said to be of considerable merit.

The "Raymond Brake," manufactured by A. H. Raymond, of Bridgeport, Conn., has proven itself by a growing popularity in the market to be a means of comparative safety for the motorist, and especially for the owner of the light carriage who demands that a single appliance fulfill all the objects of the several brakes used on the heavier machines. It must supply a positive means of stopping the carriage when moving in either direction, as well as gradually decrease the speed, and then by means of a release allow the carriage to move forward freely.



PERFECTION SPARK
PLUG.

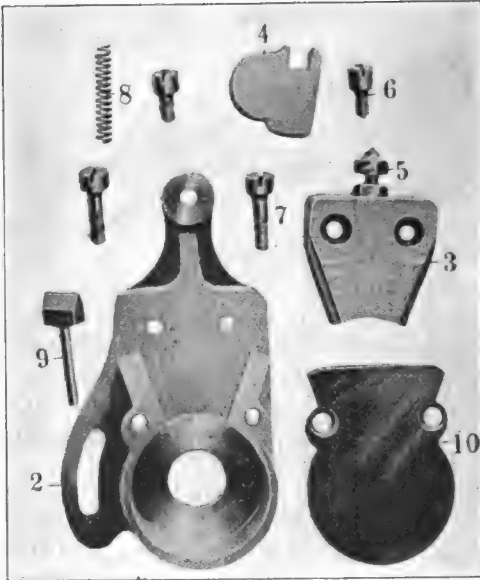


RAYMOND BRAKE.

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The brake is so constructed that it is almost automatic. A slight pressure is sufficient to cause effective friction between the brake band and its drum.

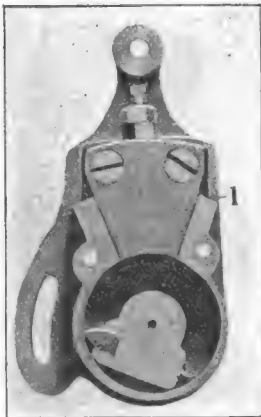
The action of the device permits of the carriage to which it is fitted being easily brought under control at all times. It is efficient and has the additional valuable feature of simplicity.



ROSSELLI-CASTELLAZZI MAKE-AND-BREAK DEVICE FOR MOTORS.

by means of the spring 8. The box is made partly of metal, and partly of the vulcanized fiber block, shown separately at 3. In the latter is a steel pin, its inner face being flush with that of the fiber block, and its upper end forming a terminal.

The action of the device is easily seen. The make-and-break of the electric circuit takes place when the spring hammer 9 comes in contact with, and leaves the insulated steel piece in the fiber block 3.



ROSSELLI-CASTELLAZZI DEVICE.

A novel feature of the apparatus is that it works in oil. The box within which the hammer rotates is filled with thick grease.

The cover 10 of the box is made of transparent celluloid. This renders unnecessary its removal when the hammer is to be inspected.

The apparatus is easily disassembled, and as no platinum is used in its construction, renewals can be made at low cost.

Extended trials of the device have been made, and results of a highly satisfactory nature have been attained on motors running up to a speed of 2000 revolutions per minute.

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Useful advice to automobilists is given in a pamphlet just issued by a tire manufacturing firm, which says:

"Our repair shops report that failures of tires are chiefly due to drivers becoming careless of their air pressure—insufficient as a rule—driving fast over rough places, striking stones, thus rupturing the fabric; also using tires which have have been ruptured or punctured. A tire cannot be ridden deflated any great distance without serious consequences.

"Therefore never ride tires without inflating so that they stand up round under full load in motion. Every owner should possess a pump equipped with pressure gauge. Do not inflate tires with pump used to pump gasoline, and keep gasoline off the tires.

"Avoid large stones or obstructions, because a sharp blow ruptures the fabric, and the tire looks to all appearances like a porous tire. A porous tire is never delivered. A rigid inspection will discover it before delivery.

"We particularly caution you in using your automobile during summer months to reduce the pressure in the tires, for the reason that the heat increases the pressure in the tires."

British imports and exports of automobiles and cycles during June show a small falling off in both the imports and exports. No less than 339 cars and cycles were imported last month, the value being returned at £88,446. The value of the "parts thereof" is given as £6,671, making a total of £95,117, as compared with £104,375 in May last. The re-shipments comprised thirteen vehicles, amounting in value to £4,000, and £250 of parts, bringing down the net imports in June to £91,264. During the first six months of the current year imports of foreign automobiles and parts in Great Britain have reached a net total of £462,524, representing over 1800 cars and cycles. The exports of automobiles of home manufacture during the past month amounted to 24 vehicles, valued at £9,573. Of parts, the exports attained a value of £940, making a combined total for June of \$10,513, as compared with £14,584 in May last.

We have a "Cricket week" and the "Henley week," and why not an "Automobile week?" asks the Automotor Journal. The Automobile Club of Great Britain, recognizing this, have allotted the week commencing with August Bank Holiday to this object, when this year a series of automobile events will be gone through which in future years no doubt will be considerably elaborated.

Insurance rates on automobiles have risen to \$100 for each private machine, this being the climax of a gradual rise from \$25. The present liability policy provides that the company shall indemnify the owner for loss sustained by the negligence or carelessness of the owner or his employee. The liability concerns have discovered that the old rates covering teams could not be made to apply to the automobile. The usual limits on policies are \$5,000 for an injury to one person, and \$10,000 for a single accident where more than one person is involved.

The Interstate Transit Company, which operates a line of automobiles on the Eads Bridge, between St. Louis and East St. Louis, announces that it will

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meet the recent move of the East St. Louis Electric Railroad Company in its proposal to reduce the fare across the bridge and to provide through cars between the cities.

In fining a motorist for alleged furious driving, a magisterial oracle remarked that "the world appeared to be divided into two classes—those who drove motors, and those who were run over." Carlyle put it another way, but *he* was prejudiced. —*The Autocar*.

Members of the Illinois State Board of Review are after the Chicago automobile owners. They recently called on the assessors to report the number of citizens who had listed such machines, and the answer was that seven citizens had been placed in this category.

Then the reviewers sent an agent to the city hall, and he looked over the records. He returned with the report that there were 775 licensed owners of automobiles in the city of Chicago. As a result, orders were issued for the entire 775 to come in and explain why 768 had failed to list their machines as personal property.

"The Automobile in the Country" is the title of an interesting article by J. A. Kingman in the August number of *Country Life in America*, published by Doubleday & Page. Mr. Kingman is so well known both as a writer and lecturer on the subject of automobiles that anything on that topic bearing his signature is assured of a favorable reception. In the present article, evidently written for the benefit of beginners or "duffers," there is much that will interest as well as instruct older automobilists in the care of automobiles, while the tyro in the art of steering will be dense indeed if he fails to learn a great deal therein. The illustrations are equal in excellency with the author's admirable handling of the subject.



MODEL MOTOR COSTUME.

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

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JAMES P. HOLLAND, *Editor.*

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VOL. IV. No. 15

NEW YORK, JULY 26, 1902

PRICE TEN CENTS

AUTOMOBILE TOPICS is published weekly, by Automobile Topics, No. 20 West 42d Street, New York. Subscription price, \$4.00 a year in the United States and Canada, or in foreign countries within the Postal Union, \$6.00 (gold) in advance. Advertising rates may be had on application. Copyrighted, 1902.

Cable address—AUTOTOPICS, NEW YORK.

Telephone—4715-38th Street

Give the Accidents a Rest

SUMMER is half over, such as it is. The dog days of 1902, so far, may be counted almost on one's fingers; brief spells of sweltering heat, accompanied by prostrating humidity, and almost invariably followed by disastrous thunder storms and crop-destroying floods. The cry which goes up from suffering humanity as August approaches, "Give us a rest," was never more heartfelt or sincere. To get away from noisy city streets, to throw off the cares of business, to escape from the garrulous persistency of the daily papers, to forget household cares, and drop even conventionality, all this comes as natural at this time of the year as to yearn for a cooling drink or to seek a shady spot. Anything for a quiet time and a happy one.

To the automobilist the realization of this mid-summer dream is, or should be, easier than to most people. The delicious sense of complete freedom when starting on an automobile trip, the feeling of independence from railroad time tables, conductors' despotism and hackmen's tyranny, the sensation of being free to go where you like, and when you like—who could ask for more? What though the roads are little better than a succession of quagmires, where the ubiquitous mud contests every inch of the journey, all the more pleasure in looking back over the day's experience when the faithful automobile is washed down and

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cleaned up for the night. Even though the machine itself may occasionally balk, and stop for some unaccountable reason, all the keener the enjoyment of probing into its "inwards" to discover what has gone wrong, and, having discovered it, to put it right again. Such incidents merely cement closer the relationship between the chauffeur and his automobile. Grimy with axle grease, and bespattered with gasoline, he feels prouder of his success than if he had never met with any troubles of the road. No wonder if, under such circumstances, he may momentarily forget the ubiquitous anti-speed fiend, and in the exhilaration of the moment rush blindly into the arms of the village constable, with the usual unpleasant consequences.

But how about the fearful accidents? Here indeed is where the automobilist has reason to cry, "Give us a rest!" The quantity of printer's ink spilled in tears over so-called automobilist accidents would be alarmnig if it were not so nauseating. Let but a single automobile run amuck, even though it be caused by the interference of an outsider, as was the case with Dr. Frankel's machine this week, and instantly there is a hue and cry raised until the unfortunate vehicle is made to look like an automatic juggernaut intent on wiping out mankind. Or, again, let a "big red devil" approach within two feet of one of the President's children out riding, causing the scared youngster to cling desperately to the pony's neck, and forthwith an army of lynx-eyed Jeemeses chronicle the story from Maine to California as another close shave from a "fearful accident." Nor is the story allowed to drop with a single telling. The accident, a genuine one, by which two men were upset over the Palisades some five weeks ago, still bobs up serenely in every mail's exchanges, needless to say losing nothing by repetition. Any old story about an automobilist accident, even though it merely refers to the carelessness of an owner in leaving a lighted cigar where it caused an explosion in his gasoline tank, and burned up his barn, never loses its freshness with the average motorphobic editor. Of course there are accidents to automobiles; it would be insane to expect otherwise. But railway accidents are not unknown, while street cars and steamboats are not altogether immune. Even baby carriages have been known to meet with mishaps. But a railway accident must be a big one to be chronicled outside the locality, while the average mishaps to steamboats and street cars are rarely mentioned. Why, then, this unfair discrimination against the automobile.

Hence the automobilist, intent on a summer's outing, would do well to leave behind the accident bogey if he wishes to enjoy his rest. His chances of meeting with an accident are no greater than those of his friends who may travel by rail or steamer, while they are infinitely less than he might expect if he stayed at home, dodging street cars and wagons in the crowded streets of a big city. The automobile accident has been worked to death. Give it a rest.

Clubs and Associations

To those lovers of high-speed contests who are always on the watch for events of interest, there is promised a treat in the near future. The Long Island Automobile Club has just issued the conditions, list of events, and awards, for its mid-summer speed contests at Brighton Beach race track on Saturday, August

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23. The card comprises 10 events, at varying distances from 1 to 25, and a pursuit race, which may be long or short, depending on the developed speed of the cars and the jockeying of the operators. This club is the first to declare an event of this kind in the field of automobile sports, and it is noted that several of the well-known automobile clubs of the country have made similar announcements.

Not the least novel of the scheduled races is an "obstacle race," open to all. This race should call forth a display of skill of an astonishing nature.

A new feature in automobile racing to be introduced is the system of awarding prizes. To those competitors who are successful is to be allowed the option of accepting either cash or plate of the value of the prize "hung up." The Long Island Club deliberated at considerable length before deciding to allow cash



MISS FANNY WARD, ENGLAND'S MOST POPULAR AUTOMOBILISTE.

awards. It was finally decided that the cash award would go far toward recompensing owners for outlays involved in getting their cars into racing trim, and to compensate them for the expense involved in transportation, etc.

This, the first track meet of its class in the metropolitan district, bids fair to popularize the sport and to result in some "smashed records."

The 25-mile journey and the hill climbing tests of the Rhode Island Automobile Club last week were a complete success in every particular. C. Prescott Knight entertained the club at his country home in Riverpoint, and about 25 carriages made the trip and returned.

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The roads were in very bad condition. Dust rose in clouds from under the wheels, and covered everything.

Exactly 21 carriages lined up in Garnet street for the start, and a few odd ones went over the road in their own way. R. Lincoln Lippitt, chairman of the committee on runs, tours and contests, acted as pacemaker.

The hill-climbing contests were run off in three classes, electric, gasoline and steam. The scene of operations was a hill about a quarter of a mile long from the bridge at the Royal Mills to Mr. Knight's country home. It was estimated at 18 per cent. grade, with difficulties to surmount equal to a 25 per cent. grade, in the way of loose and dusty wheeling and two sharp curves, with water courses and the attendant gullies. Carriages ran one at a time, and were graded according to elapsed time. They had to go with all the equipments of the road, and with no change in machinery. Electrics carried one passenger each, and the others two.

J. B. Mills won the contest for gasoline machines with his Winton touring car, carrying a tonneau body and two passengers. There were six entries: R. L. Lippitt and G. L. Miller, with Winton touring cars; Harvey Clap in a Winton single-cylinder machine; E. H. Shattuck in an autocar, and Frank Reynolds in a Knox, beside Mr. Mills.

Four contested in the electric class: Dr. Charles F. Peckham, R. Lincoln Lippitt and C. A. Russell, in Waverleys, and William G. Titcomb in a Seabright. Dr. Peckham won.

Only two steam carriages started for the prize: Charles O. Read, in a Mobile, and W. Penn Mather in a Toledo. Mr. Read was the successful competitor.

Following are the summaries, with the time of each:

GASOLINE CLASS.

J. B. Mills, Winton touring car.....	1.57	2-5
R. Lincoln Lippitt, Winton touring car.....	2.01	3-5
G. L. Miller, Winton touring car.....	2.04	1-10
Frank Reynolds, Knox.....	2.51	3-5
E. H. Shattuck, Autocar.....	3.04	1-5
Harvey Clap, Winton	3.37	3-5

ELECTRIC CLASS.

Dr. Charles F. Peckham, Waverley.....	2.36	3-5
R. Lincoln Lippitt, Waverley.....	2.59	
William G. Titcomb, Seabright.....	3.55	1-5
C. A. Russell, Waverley.....	4.31	1-5

STEAM CLASS.

Charles O. Read, Mobile.....	2.24	3-5
W. Penn Mather, Toledo.....	2.34	3-5

This was the third run this season, and one of the most successful in the annals of the club.

The board of governors of the Rhode Island Automobile Club have decided to hold a race meeting at Narragansett Park next September.

The Southern Illinois Automobile Club has arranged for a grand automobile motorcycle and bicycle meet, to take place on Sunday, August 3.

The Automobile in Society

MRS. S. F. EDGE, wife of the winner of the Gordon Bennett Cup, whose portrait is given on the frontispiece of this number, is one of the first lady automobilists in England, both in point of priority of time and excellence. At one time an enthusiast of the cycle, she has also been the possessor of a De Dion motor tricycle, which form of vehicle she was probably the first woman in England to use. It was on this little De Dion that she was summoned for the first, and, up to the present, the only time in her motoring experience, being stopped by no less than three policemen for a mild excess of speed. The customary fine ensued.

Five years ago Mrs. Edge was introduced to the joys of car riding, since when she has voted the tricycle unprofitable. Her primary lesson in the art of



A COLUMBIA VICTORIA IN POPE PARK, HARTFORD, CONN.

driving was on an 8-hp. Panhard, but the first car she owned was a small Gladiator of $3\frac{1}{2}$ horse power. Her next acquisition was a 6-hp. Gladiator, while now she rejoices in the possession of a superb "twelve-horse" of the same make. It was on this automobile that she won The Car banner at the recent Earl's Court fete.

Mrs. Edge uses her automobile on every possible occasion. As a town driver she is both expert and fearless, and is able to boast of never once having met with an accident. Though driving herself nearly every day, however, in her own Gladiator, she usually joins her husband on a bigger vehicle for week-end excursions.

Miss Eleanor N. Thomas, daughter of Gen. Samuel Thomas, whose engage-

AUTOMOBILE TOPICS

ment was recently announced to Mr. R. Livingston Beeckman, won an impromptu race out on Long Island one day last week. Her competitors were George J. De Whiting and H. Armour Smith.

Miss Thomas resides at No. 17 West 57th street. She has a heavy racing machine, and has often proved her skill in running it. She crossed the 34th street ferry in her automobile, accompanied by a friend. Her chauffeur went along, but had nothing to do with operating the machine during the race.

The other machines crossed on the same boat, and they proceeded through Long Island City at moderate speed. Mr. Smith and his friends were the first to suggest a race, and as they shouted the challenge, Mr. De Whiting put a little more speed on his machine.

At the end of the first half mile, where the autos had to climb a hill, Mr. Smith was in the lead, with the De Whiting machine second, and Miss Thomas a close third.

Reaching the top of the hill there was a level run to Corona, and away sped all three machines. While passing through Corona, Miss Thomas' machine shot ahead of Mr. De Whiting, and later passing Mr. Smith, reaching Flushing in triumph.

Mr. H. Van Rensselaer Kennedy, a prominent member of the Long Island set, has recently purchased a Mors automobile, and it is expected that he will enter it in the coming Brighton Beach races. Another prominent Long Islander who is doing a great deal of automobiling of late is Mr. Sidney Dillon Ripley.

After many attempts, Mr. Alfred Gwynne Vanderbilt has at last succeeded in making a record trip between Newport and Boston. Young Mr. Vanderbilt was accompanied by his brother Reginald in a fast automobile as pacemaker for a portion of the way. Mr. Alfred Vanderbilt left Newport at 11 A. M., and succeeded in reaching Boston at 3 P. M. He made the return trip on the same day.

In spite of the fact that the Lenox clubs have debarred automobiles from their grounds, the gentlemen interested in automobiling at the inland Newport are making a conscientious effort to make automobiles popular with the people who own horses. Mr. Albert R. Shattuck, president of the Automobile Club of America, who has a handsome country residence at Lenox, is foremost in the very successful and novel idea of teaching horses by practical lessons not to be afraid of the automobiles. A regular school of teaching has been established. On Monday there were ten horses driven to the public square to be educated; on Tuesday there were 16 horses brought around; on Wednesday there were 26 horses on hand; on Thursday there were 16 horses; on Friday there were 15, and Saturday there were 18, making a total of 101 horses trained during the week not to be afraid of automobiles.

There is a great deal of automobiling in the North Shore section of Massachusetts, where many fashionable Boston people make their summer home. A club has been formed, which recently had a run from Pride's Crossing to the Turk's

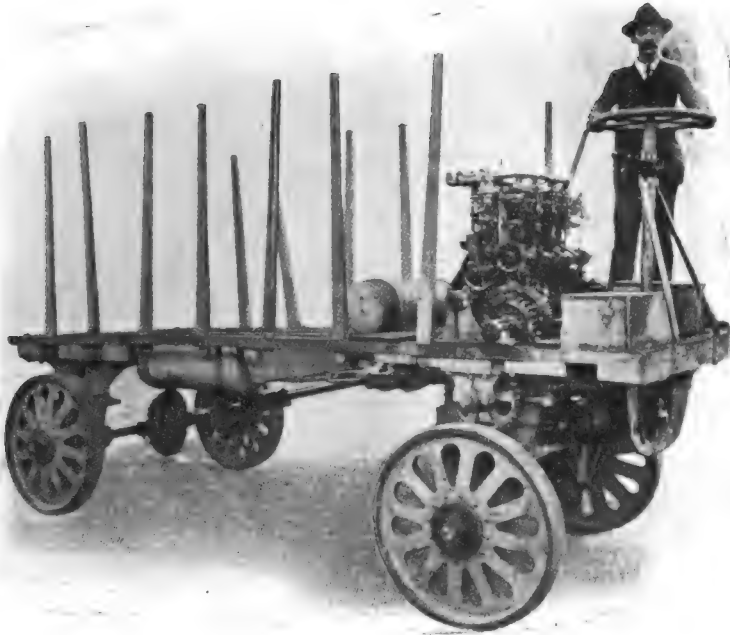
AUTOMOBILE TOPICS

Head Inn for dinner. In the party were: Messrs. Quincy A. Shaw, Jr., Walter D. Denegre, Charles T. Parker, E. B. Haven, Harry Pratt McKean, Maxwell Norman, H. C. Pierce, T. J. Kirkwood, Gerard Bement, Max Agassiz, C. Curtis, Jr., Ezra Fitch, Jr., L. L. Hopkins, J. M. Jacobson, N. Wigglesworth, Charles E. Mason, Norman Prince, W. B. Thomas, W. B. Walker and J. B. Moulton.

Mr. and Mrs. William K. Vanderbilt, Jr., have recently returned to Paris from an automobile trip in the north of France.

Mr. A. J. Balfour, the new Prime Minister, was elected a member of the Automobile Club of Great Britain on the very day it was officially announced that he took office.

Mr. Balfour's name was the last on the list of candidates for election to the club, his number being 102. When his accession to the premiership was announced the election committee of the club met and unanimously made him a member.



AMMUNITION AUTOMOBILE USED BY THE BOERS.

The Ingenious Boers

THOUGH the financial resources of the Boers were much inferior to those of the English, the vehicle shown above demonstrates the fact that their mechanical skill was of no mean order.

The intention of the builders, who hailed from Johannesburg, was to use it for the transport of ammunition and other stores, but owing to the lack of fuel this example of ingenuity had to be abandoned back in the country.

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It was driven by an American combustion engine, which was originally built for launch work.

It will be noticed that all the gearing is exposed. The transmission from the countershaft is by a jointed shaft driving a bevel ring on the balance-gear back axle. The photograph from which the above illustration was produced is the property of Mr. S. F. Edge, of London, England.

National Association of Automobile Manufacturers

SINCE the National Association of Automobile Manufacturers was organized at the close of the first automobile show held in New York, on November 10, 1901, it has been doing a most excellent work in furthering the interests, not only of the automobile manufacturers but also of automobilists in general. When the association was organized it was announced that its main object was to protect the interests of the trade. This has been done to a wonderful extent, but in addition many other lines of work have been taken up by the association with great success.

One chief object of the association is to regulate automobile expositions, and an agreement has been reached by which there will be but two big affairs of this sort; one in New York and one in Chicago each year.

The association is taking a great interest in the coming International Exposition of motor vehicles and appointments to be held in London next March, and it is probable that a large American exhibit will be sent to London under the auspices of the National Association of Automobile Manufacturers, which is now issuing to all its members detailed information concerning the coming show.

The plan of the National Association of Automobile Manufacturers is to engage a large space at the London Exposition in order to give the best possible representation to American-made automobiles and appointments. By this arrangement the total cost will be divided among the exhibitors in proportion to the weights of their respective vehicles, and therefore the expense to the individual makers will be greatly minimized. A representative of the association will go abroad some time in advance of the show opening in order to make the necessary arrangements and will remain in London to take charge of the display. In order to obtain the lowest freight and insurance rates it will be arranged so that members may send one standard vehicle each and the machines will be shipped from New York to London and back in one consignment. These plans of the association, however, will not interfere in any way with the ideas of any individual exhibitor who might like to take space upon his own account. Already the automobilists of this country are interesting themselves in this show, which will be held in the Royal Agricultural Hall in London, and which promises to be one of the largest and most comprehensive affairs of the sort ever held.

In addition to this work and relation to further automobile exhibitions, the association has done a great deal of service to the automobilists at large, by fighting adverse legislation and procuring the modification of the ruling of the United

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States Treasury Department in reference to transportation of gasoline vehicles on the water ways.

Another point which the association carefully covers is the promotion of good roads and some of the improvements in this direction which have already been made are due to the labors of the organization, which has made a special study of this very important question.

As it stands to-day, the association includes in its membership 45 active members, 67 associate members, and its growth since organization has been very great.



MRS. LANGTRY STARTING FOR THE THEATER.

On November 10, 1900, when a little company of the manufacturers gathered to talk over the formation of such an association and discussed its objects, there were present prominent exhibitors, not only of New York City, but from the country at large. The association organized with a total of only 38 members, of which 23 were active members, and the remainder associate members. Since that time there has been a steady growth in the membership of the association, and now the list of active members and associate members includes nearly all of the great automobile concerns in this country, not only automobile manufacturers, but also

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makers of automobile parts and accessories and gentlemen interested in other lines of automobile work.

In endeavoring to secure a reduction of the high insurance rates the association has had a most gratifying success. To ports in the United Kingdom and Continental Europe, between Bordeaux and Hamburg, inclusive, a reduction of nearly fifty per cent. has been secured; proportionate reductions to Mediterranean ports not east of Sicily, Australia and New Zealand and South America have been secured after considerable hard work on the part of the gentlemen interested. These rates are for shipments by first-class lines of Atlantic steamers and on approved steamers to the Antipodes. Rates upon second-class Atlantic steamers are about fifteen per cent. higher. Just now this work is being extended, as well as an effort to secure reductions in freight rates and a better classification of automobile shipments.

One of the most comprehensive and valuable lines of work taken up by the association is the issuing of bulletins at intervals on which a catalogue of consular reports of interest to the trade are given from time to time, and reports on what is being done on the insurance and freight rate question. In the latter case a schedule of Atlantic steamers is given where reductions have been made. Not only this, but other information of interest to automobile circles is given from various parts of the world, including China, India, South America, Philippine Islands and other remote quarters which are very rarely heard from in this country.

The following are the officers of the association: President, Samuel T. Davis, Jr. (Locomotive Co. of America, N. Y.); first vice-president, A. L. Riker (Chicopee, Mass.); second vice-president, Dane E. Rianhard (Overman Automobile Co., N. Y.); third vice-president, H. Ward Leonard (Ward Leonard Electric Co., Bronxville, N. Y.); treasurer, Percy Owen (Winton Motor Carriage Co., Cleveland, O.); assistant secretary, Harry Unwin (7 East 42d street, N. Y.); counsel, W. W. Niles (11 Wall street, N. Y.).

The executive committee is composed of fifteen members, whose names are given below: Samuel T. Davis, Jr., Dane E. Rianhard, Chas. E. Duryea, A. L. Riker, W. C. Baker, H. Ward Leonard, Charles Clifton, J. Herbert Ballantine, John H. Flagler, John Brisben Walker, Frederic Martin Landé, M. J. Budlong, J. Wesley Allison, Alexander Winton and J. W. Packard.

Troubles on the Road—A Leaky Float

A PUNCTURED or leaky float may often lead to "flooding" in the carburetor which causes absolute stopping owing to too much mixture.

While on a tour through the Hudson Valley recently the engine, without any apparent reason, began to "skip," pick up for a few explosions, "skip" and after a few moments of running on the high speed gear completely stop. Being apparently in perfect order there seemed to be no doubt that the electric ignition was in perfect order, but to cast aside any doubt, the "buzzer" plates were removed, the plug electrode removed and held a short distance from the cylinder head, which of course was grounded, and after turning over the timing cam to the "break" point the spark showed white and proper. Upon concluding that there was either no inlet or too much, the float next received attention, and upon at-

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tempting to flood it by opening the gasoline valve, usually actuated by the float, there was no response to the touch, but upon a second attempt the float case seemed to be overflowing. The conclusion was simple, the float was out of gear. A few moments spent in breaking connections and taking down the float showed upon removal that the automatic float had a small "pin" hole in it and was full of gasoline. To close the hole on the road was no easy matter as gasoline would dissolve any ordinary sticky mixture one would naturally have. After a two-mile ride on a bicycle, borrowed from a farmer boy who was nearby, a jeweler's store was found, and after drilling a hole in the float to give a vent so that the gasoline could be easily removed from the float, a patch was quickly put on the "pin" hole and the drilled hole, and a few moments after the float had been connected up and set up again, we were on our way, having completed a most novel repair.

Stalled by an Odor

A CORRESPONDENT from Akron, O., writes: "I have had the best of results with my gasoline touring car until recently. One day when about fifteen miles from home I smelled a very strong odor of burning rubber. I fondly thought that the inhabitants of the district had sworn off the use of overshoes. Thinking that it might be well to look myself and my belongings over before accusing other people, I raised the hood over the engine, and found that one of the insulated wires leading to the sparking plugs had fallen against the hot cylinder, and was all melted away. If I had not examined the situation when I did it would only have been a question of a few moments when I would have had a good size blaze on my hands. Since then I do not carry any longer wires than I have to and keep them well out of danger's way."

A Peculiar Noise

A LETTER received by *Automobile Topics* from a correspondent in Detroit, Mich., says: "I recently found a popping noise in the carburetor of my machine. It annoyed me considerably. I tried hard to locate the trouble, but failed. A number of my wise friends offered various suggestions, all of which were of no avail. I took the machine almost entirely apart in my efforts to locate the trouble, and finally put in a new intervalve. The old one was weak and worn out. This was a small matter, but it kept me guessing for some little time."

[Readers of *Automobile Topics* are invited to send details of similar troubles on the road.—Ed. A. T.]

American Automobiles for South Africa

CONSUL GENERAL BIGHAM, of Cape Town, in a letter dealing with trade conditions in South Africa, says: "Now that peace has been declared in South Africa, there will come an enormous demand for goods. Many farm houses in the Transvaal and the Orange River Colony have had their thatched roofs burned and will have to be re-roofed, probably with galvanized iron, a mate-

AUTOMOBILE TOPICS

rial much used for this purpose here. It will also be necessary for many of the farmers to purchase new agricultural implements, vehicles, furniture, harness, and food for man and beast. Every store will have to be restocked. In short, all enterprises will be started anew, and it will not be possible to get goods into the interior fast enough to meet the demand that will arise.

"All nations are awaiting this trade and are preparing for it by establishing direct lines of ocean transportation—all nations except the United States, which, other than an occasional freight steamer, has no direct communication with Cape Colony."

Since the above was written the steamship interests have shown an awakening to the occasion. It should go without saying that one of the pioneer lines to exploit the South African market should be American automobiles. The difficulties of travel over the Veldt bear such a strong resemblance to those everywhere found on so-called roads in this country that American vehicles should find themselves perfectly at home there.

That Interoceanic Highway

DEAR old friend of my childhood, fond recollection of my bicycle days, dream of my early manhood, how little you have changed since first we met, 5 and 20 years ago! Your placid, macadam face is just as it was a quarter of a century ago, when you and I were young together, and your length—from the Atlantic to the Pacific—has not lessened a single inch. Transcontinental Highway, I am glad to see you back in business at the old stand in Rumorville. My old friend has new promoters now, the automobile enthusiasts; but he's the same old, old sixpence. He and I know that the same old performance is to be gone through with once more. We'll have the usual preliminary newspaper yarn, the appointment of the committee of prominent citizens, the route announced, the benefits shown, the petition to Congress, and then the placing of my old friend on the shelf, there to calmly await the ripening of a new crop of well meaning but visionary enthusiasts. Bless my soul! but it really does make me feel young again to see this aged friend of mine trotted out again to duty as a space filler in the daily papers.—*Pittsburg Index*.

Trade Notes

[Insertions under this caption 3 cents per word; minimum 50 cents per insertion. Payment must invariably be made in advance—in postage stamps if desired—as no accounts can be opened for this class of advertising.]

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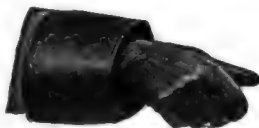
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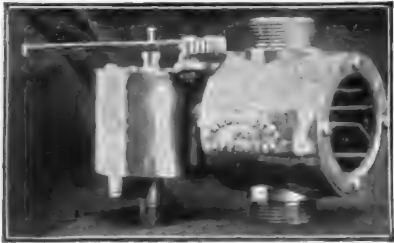
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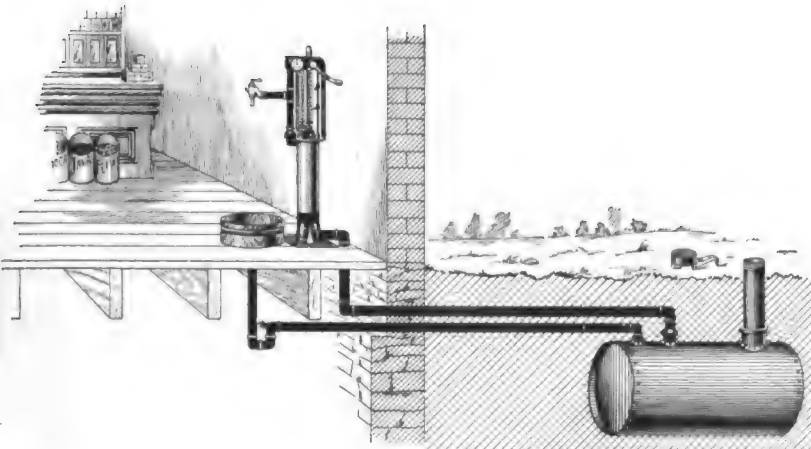
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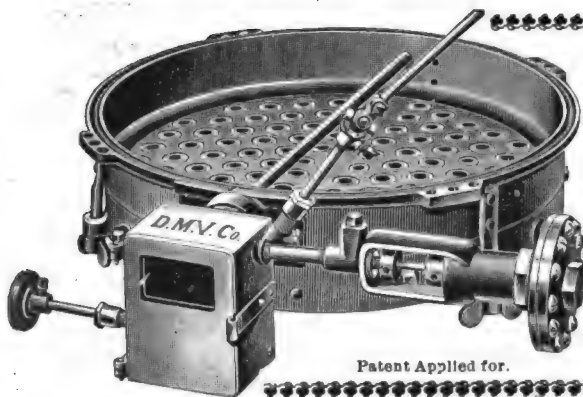
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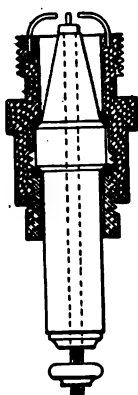
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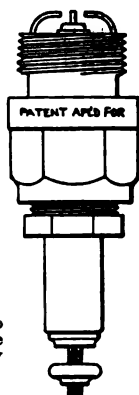


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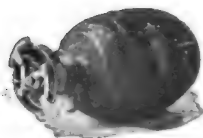
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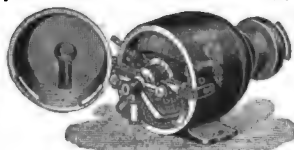
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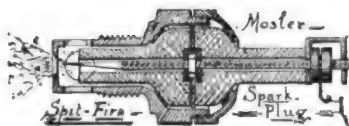
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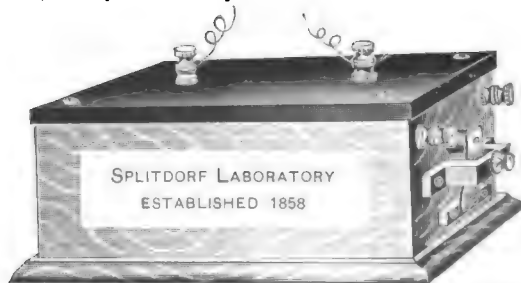
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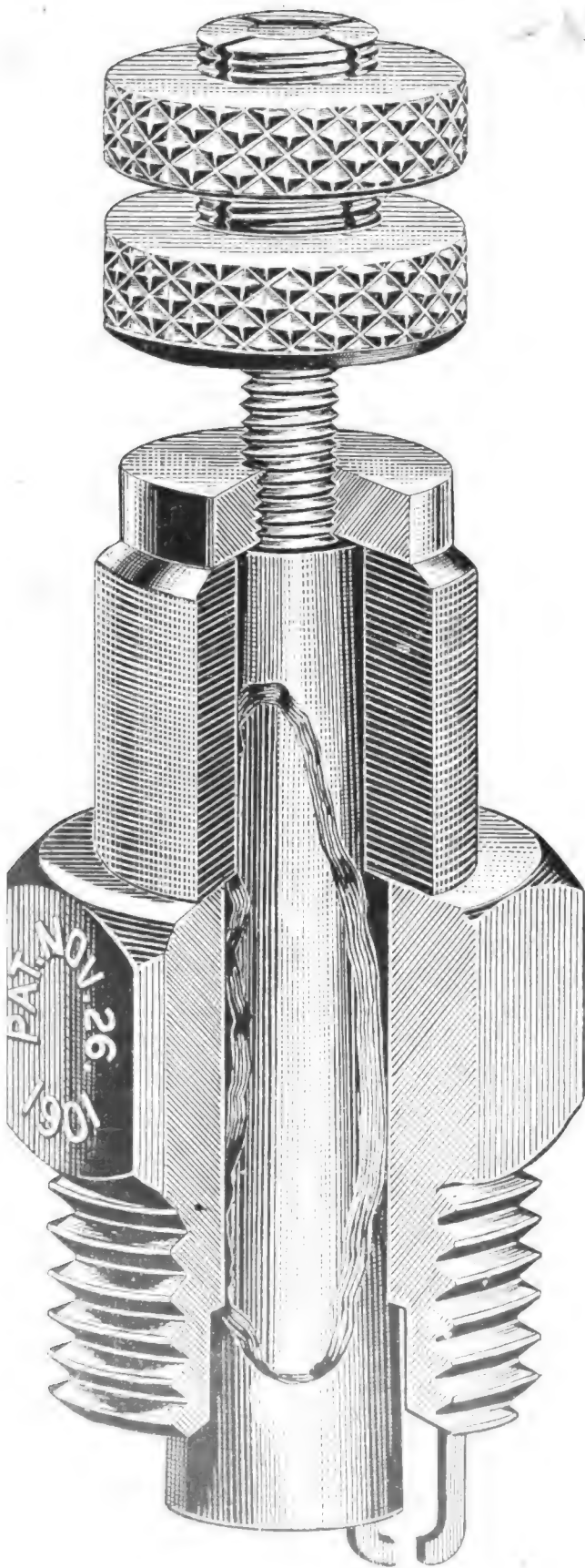
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Who Are The Lawbreakers?

A Question for Justice Holbrook

Automobile Topics

Illustrated.

I. IV.

NEW YORK, AUGUST 2, 1902.

No. 16



BUFFALO STANHOPES, MADE BY BUFFALO ELECTRIC CARRIAGE CO., BUFFALO, N. Y.

VERY SATURDAY Publication Offices: No. 29 West 42d. St.
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ECONOMICAL

White Steam Carriages

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RELIABLE

Blue Ribbons Won

May 30, three **Whites** covered 100 miles without a stop, in the A. C. A. Non-stop Contest from New York to Westport and return.

April 26, three **Whites** made the pace in the 100-mile test on Long Island.

September, 1901, four **Whites** won the honors in the New York-Rochester trials. 420 miles.

In the A. C. A. Non-Stop Contest of May 30, the

Three White Steam Carriages entered, made the following **Fuel and Water Consumption Record**:

FOR 100 MILES	
GASOLINE	WATER
6½ gallons	6 gallons
5¾ "	6 "
9 "	9.75 "

These figures are about half of those of other steam carriages

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Mention "Automobile Topics" when writing.

Automobile Topics

Illustrated.

VOL. IV.

AUGUST 2, 1902.

NO. 16

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AUTOMOBILE TOPICS FOR SALE ON ALL NEWS STANDS

Agency for Foreign Subscriptions:

INTERNATIONAL NEWS COMPANY

Breams Buildings, Chancery Lane, London, E. C.

Stephan Strasse, No. 18, Leipzig.

PRICE, 10 CENTS A NUMBER; \$4.00 A YEAR.

FOREIGN SUBSCRIPTION, \$6.00 (GOLD) POSTPAID.

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“Hello! Forester. Going away?”

“Yes! Taking the family to the city for a little rest and quiet.”

—*Das Schaufertl.*

Automobile Topics

Illustrated.

VOL. IV.

AUGUST 2, 1902.

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Drop the Hour, Take Up the Mile

THE suggestion put forward by *Automobile Topics* that in all future legislation the wording of the act should read as "so many minutes to the mile," instead of "so many miles to the hour" has struck the automobiling public as the best possible solution of the vexatious speed question. From the number of letters received endorsing this view, it would appear that the matter only needs to be seriously taken up by the various clubs and associations throughout the country in order to bring it to the attention of the law makers. A selection of the letters received are given herewith:

Present Ordinances Impracticable

To the Editor, *Automobile Topics*:—I think the suggested change in the wording of ordinances to regulate the speed of automobiles would have a tendency to make more obvious the fact that it is almost an impossibility to run an automobile at the low rate of speed named in many ordinances recently introduced.

HARRY UNWIN,
Assistant Secretary,

New York.

National Association of Automobile Mfrs.

An Excellent Idea

To the Editor, *Automobile Topics*:—I think your suggestion that ordinances governing speed regulation should read *minutes to the mile* instead of *miles to the hour*, is an excellent idea.

I would also suggest that the law regarding lights be changed to read: *Every automobile must have two white lights behind and one red light in front.* I think this would be likely to obviate the danger which at present exists, of having automobiles run down by vehicles overtaking them.

40 John street, New York.

R. F. MANNING.

Will Simplify Matters

To the Editor, *Automobile Topics*:—The suggestion made, that the mile, instead of the hour, be taken as the standard measurement, is a good one, and

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would tend greatly to simplify matters. We should like to add our own efforts in every way possible, to bring about such a change.

Columbus, O.

OSCAR S. LEAR.

Why Not Grocers and Butchers Too?

To the Editor, *Automobile Topics*:—I am in receipt of your circular letter of July 19, suggesting that in future legislation affecting the speed of automobiles there should be a change in the wording, by which the *mile*, instead of the *hour*, may be taken as the standard of measurement.

You seem to be of the opinion that the effect of such a change would be that people would quickly see the absurdity of restricting the speed of an automobile to not less than 10 minutes to the mile, which is not apparent when the law reads "Not exceeding six miles an hour."

I fully agree with you in this opinion, and I might go further and say that in order that the people may fully appreciate what six miles an hour means, I would have a law passed that grocers' and butchers' wagons should not exceed that rate.

A late delivery in the evening of the material for the day's dinner would probably be more convincing than anything we know of.

Jersey City, N. J.

GEO. E. LONG.

Will Do Away with Confusion

To the Editor, *Automobile Topics*:—I believe if the law governing the speed of automobiles was changed to the mile instead of the hour it would do away with considerable confusion that now exists.

New York.

W. W. BEACH.

Sign Posts for Automobilists

Editor of *Automobile Topics*:—In reply to your letter concerning the wording of future speed legislation I beg to state as follows:

So long as the unfair persecution of automobilists continues, an attempt to obtain anything like justice seems to me rather futile. The local police authorities all over the country seem to take an insane delight in taking every advantage, both fair and unfair, of anybody driving an automobile.

I think, however, your plan of wording speed restrictions differently might do considerable good in certain parts of the country; it would at least let a man know whether he is exceeding the speed limit or not, no matter what the local police courts might say.

If you will allow me, I would like to propose that in conjunction with your plan you might include that on all large public highways sign posts at the mile and half mile should be erected to allow the automobilist to correctly time himself.

Wishing you success in your most excellent plan, I remain

ARTHUR H. OSBORN.

Should be Timed for a Full Hour

Editor *Automobile Topics*:—Answering your circular letter of July 19, will say that before committing myself to the question of change of present legislation, I should like to know whether it is probable that a court would uphold the contention that an automobilist must be timed for a full hour period before deciding whether he had violated the ordinance; that is, under present laws, would the

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courts decide that an automobilist had the right to go at any rate he pleased for short distances, providing he did not go beyond the set limit within the hour period? Of course, I am heartily in favor of any changes that will show up the absurdity of present laws. Personally, I would suggest a form of legislation under which there should be no restriction whatever for speed on roads not subject to dangerous crossings, and not at the time occupied by other vehicles. Those of us who live outside the large cities can often travel for miles without meeting or passing—or, in fact, seeing—any other vehicle of any kind; yet we might technically break a law if, under such conditions, we were not careful as to the limit, and be liable to damages, providing some spy were hidden in the bushes with a stop-watch. I believe there is a lot of senseless clamor about the whole matter, and do not think the question of speed is necessarily so pertinent as it seems to some others. The only accidents I ever personally saw, or knew of at close hand, were occasioned by horses starting to run away, or overturning carriages, after the automobile had stopped; in fact, it is often advisable to put on speed and get by a horse, in order to relieve it of fright.

GEORGE OTIS DRAPER.

Hopedale, Mass.

The New York-Boston Reliability Test

THE annual long-distance test of the Automobile Club of America has now been definitely fixed for the week beginning October 6. The run, as already announced, will be from New York to Boston and return.

No definite route has been decided upon, although it will probably be the



THE 10 HP. DECAUVILLE CAR THAT MADE THE 400 MILE NON-STOP RUN FROM LONDON TO EDINBURGH.

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same as that used by the motor cyclists on July 4 and 5. This will take the operators over a 254-mile course, passing through New Rochelle, Rye, Greenwich, Stamford, Bridgeport, New Haven, Hartford, Springfield, Warren, Worcester, Westboro, Framingham and Boston.

Nothing can be determined in reference to the homeward route until Secretary Butler completes his investigation, and makes his report on the suggested courses.

The committee in charge will be the same that handled last year's New York to Buffalo affair. The chairman is Winthrop E. Scarritt, president of the American Automobile Association, and his associates are John A. Hill and George F. Chamberlin.

Reliability rather than endurance is to be the object of the contest. The idea is to show that power-driven machines not only can cover long distances at fair



GERMAN LIGHT AUTOMOBILE FITTED WITH NOVEL CIRCULAR TUBING COOLING DEVICE.

rates of speed, but that they can cover the same distance without requiring repairs or care of any consequence.

The real interest of intending competitors centers in learning what restrictions will be set in the matter of the replacement of parts. The British inaugural endurance run went to extremes by sealing practically every part at the start. The readily replaceable parts of the motor cycles in the recent endurance test from Boston to New York were thus treated. Last year's Buffalo run had practically no rules in this particular that were enforced. The excuse given in answer to criticism was that every concession had to be made to secure the desirable general participation of American makers in the run, and promises were made that the 1902 affair would be made a real test. None of the 13 motor cycles that finished the Boston-New York run lost a point in its score through replacing parts. The fragile little fellows, too, covered in two days a journey scheduled for the big, powerful four-wheelers for three. The question now arises whether

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the run shall be made a test or a tour. A test demands abnormal conditions and restrictions, while a touring trial only presents ordinary difficulties. It has been suggested that were the competing machines guarded in a garage over night, and an hour before the start each morning allowed for such repairs as might be completed within that limit, a sufficient reliability test would be secured free from the accusation of too extensive rebuilding being permitted.

Aluminum Body Automobile

HE first complete aluminum-body automobile made in this country was delivered this week by Messrs. Smith & Mabley to Mr. Thomas A. Griffin.

The body is of the tonneau type, for a 16-hp. Panhard motor. The chassis is entirely new in design, and in its seating arrangements it illustrates the ingenuity of the American manufacturer. Although intended to carry six people, it has seating capacity for seven. When there are only one or two people in the tonneau the seats which are unused drop down out of the way.

The tonneau is a deep red, relieved by polished brass moldings. It is upholstered in tufted tan leather. The mud guards are also made of aluminum, but after



THOMAS A. GRIFFEN'S ALUMINIUM BODY 16 HP. PANHARD.

an entirely new idea. The aluminum is stitched over the fenders, and the stitch marks show, as in the case of fenders made of patent leather.

Aluminum has many advantages for constructing automobile bodies. It is as strong as steel, or nearly so, and presents wonderful resistance to strains of every nature. Then it is lighter than any other material, a large tonneau body weighing in aluminum less than 150 pounds, and an ordinary body with one seat weighing not over 75 or 80 pounds. The aluminum is capable of being shaped into graceful designs. It also takes and retains a high finish, and it is impervious to the weather.

American manufacturers have heretofore built bodies of aluminum upon wood frames, but never entirely of aluminum. There is no advantage in building a body of aluminum upon a wood frame. There is no gain in weight or strength.

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The only advantage of such a body is to enable the manufacturer to advertise that he makes aluminum bodies. Orders have been placed for the construction of several of these bodies for the American Charron, Girardot & Voigt Company, at Rome, N. Y.

The Wolseley Car

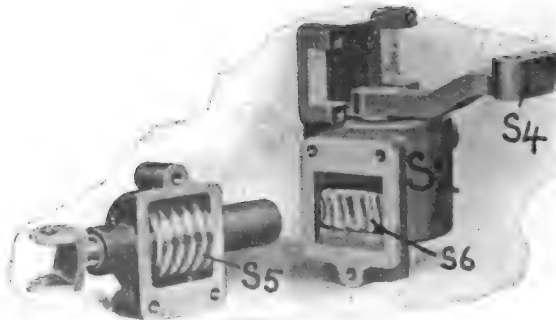
AT an exhibition of motor vehicles held not long ago by the Automobile Club of Great Britain one of the most talked of cars at the time was the Wolseley. A short description of this well-known vehicle may not be without interest.



THE $7\frac{1}{2}$ HP. WOLSELEY CAR.

The first point that strikes home when an examination of the car is being made is that the countershaft with its differential gearing is enclosed inside the gear case. A band brake is mounted upon it, and is operated by a foot lever.

The main frame is carried above the front and rear axles on semi-elliptic

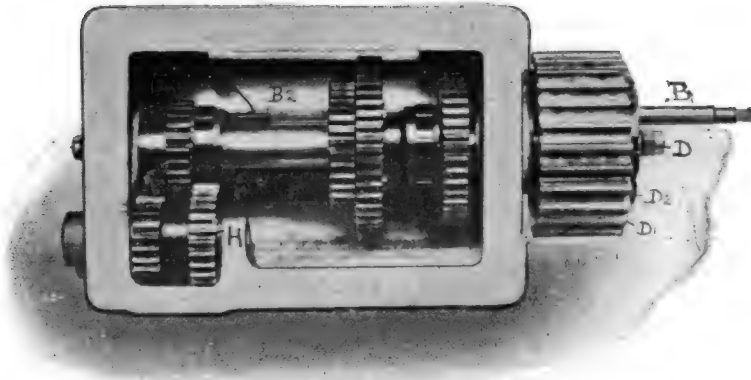


WORM GEAR BOX OF WOLSELEY STEERING GEAR.

springs, and the exhaust box is placed transversely across and beneath the frame, behind the gear box.

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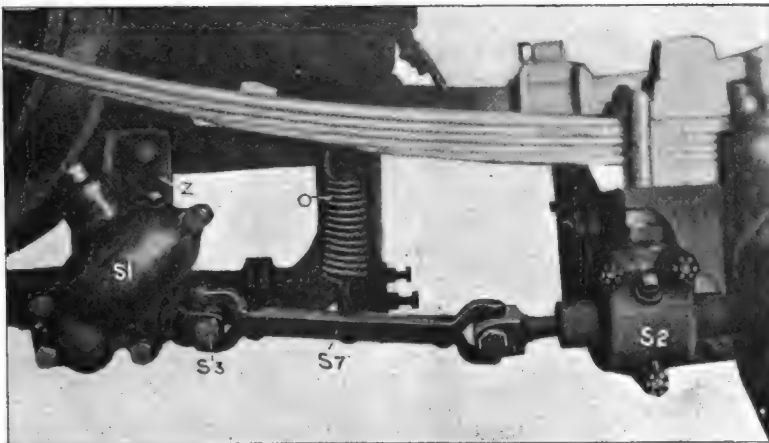
Multiple feed lubricators are fixed to the dashboard, and are connected by pipes to the various bearings. The car is most carefully arranged as to details throughout, the lubricators having a separate sight feed for each feed pipe. A gauge glass shows the height of oil in the reservoirs.



PART OF 10 HP. GEAR BOX (WOLSELEY).

All four wheels are fitted with ball bearings. The driving sprockets ride on the hubs of the rear wheels and are bolted to each alternate spoke.

The cooling water is carried in two vertical reservoirs, one on each side of the dashboard. They are connected together by horizontal radiating tubes which form the front and sides of the former. No other water tank is carried, and the



WOLSELEY STEERING GEAR.

cooling effect is such that the water will last an indefinite period under ordinary working conditions. Owing to the water supply being at a higher level than the engine cylinders a natural circulation would take place even if no pump were

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provided. This fact can be taken advantage of in case of accident to the pump. A circulating pump is used, however.

A gasoline tank is fitted immediately in front of the dashboard. The tank is said by the makers to be extremely well made and safe from leakage.

In the 5-hp. and 7-hp. cars of this make the gear box is swung about the countershaft by an adjustable link.

The side chains are adjustable in the usual manner by lengthening or shortening the tie rods which connect the back axle with the gear box.

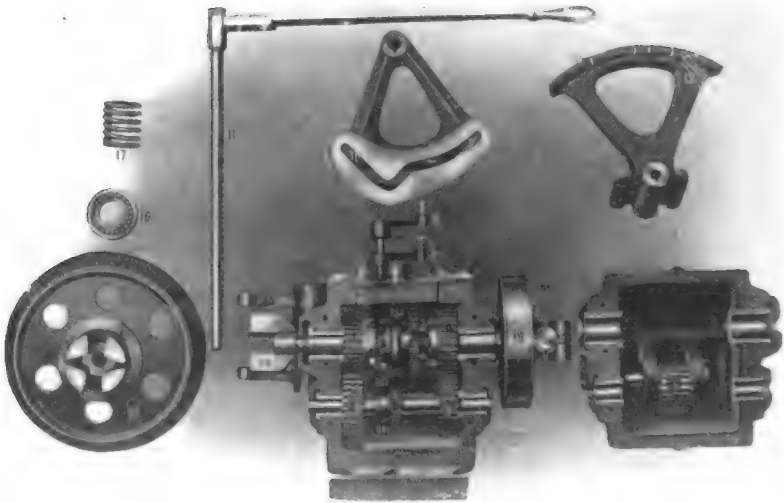
The different cars are fitted with single, double and four cylinder engines, giving respectively 5, 10 and 20 hp.

In the points of general appearance and mechanical excellence the makers of the Wolseley cars claim that their product is second to none. They further claim that they are rushed to meet the demands being made upon them for carriages. The English War Office has just ordered six which must contain an engine with a 4-in. x 4-in. cylinder coupled direct to a dynamo for electric light purposes.

The Argyll Car and Gear

THE views shown herewith illustrate the gear which is now being fitted to the 8-hp. Argyll car, a vehicle of Scotch-English make and design.

A conical ring engages the flywheel and so transmits the power of the engine to the gears, the connection being formed by means of a fork which



THE ARGYLL GEAR.

fits into the open spaces in the face of the conical ring. The main shaft of the gear box is in two portions, one running through the other. The outside section is connected with a joint, which in turn forms a connection with the propeller

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shaft running to the bevel wheel on the differential, and so transmits the power to the road wheels. The clutch piece being moved to the left locks the inner shaft to the outer. Therefore the power is conveyed direct by means of the outer shaft and joint to the driving shaft of the car. In the meantime a pinion runs idly on the outer shaft, being revolved through the medium of three other pinions. When the clutch piece is moved to the right the second speed clutch comes into operation.

To reach the low speed the clutch piece is left in central position, and a pinion is slid along the countershaft until it engages with another which is mounted on the clutch piece and so comes the power to the wheels. The reverse is obtained



THE NEW 8 H.P. ARGYLL CAR.

by introducing another pinion. One lever operates the gear.

It is impossible to engage any gear until all the gearing is free. A separate lever operates the reverse.

A powerful spring keeps the conical ring, spoken of above, in contact with the flywheel. This forms a clutch. There is a ball race to take up the end thrust when the clutch is released by the foot pedal.

The back axle containing the differential and the bevel driving wheel is finely designed. It works on ball bearings. There is hardly any possibility for the bevel wheels to get out of alignment.

The latest pattern of the 8-hp. two-seated Argyll car is shown above. It is taken from a photograph of the actual car which won the Scottish Automobile Club's hill climbing competition. Unloaded it tips the scales at eight hundred

weight, and is fitted with an 8-hp. single cylinder engine. The makers claim that it can do 35 miles an hour on the level road.

In general the car is said by its manufacturers to be strong and solid, and has a decided rakish effect in design.

The Studebaker Automobile

THIS new electric vehicle shows a radical departure in several respects from what has been done in the past. Practically all the weight, including the motor, is carried above the springs. It has no reaches, and in these features follows what is conceded to be the latest and best automobile practice. The noise and rattle incident to carrying motors on reaches or rear axles, and the resulting wear and rapid depreciation of gears, pinions and motors, are claimed to be absent. On the Studebaker runabout the battery is carried in the rear at the body compartment. The motor is rigidly suspended from the frame of the gear, and is located just in front of the battery. It is claimed for this machine that it is not only silent running when new, but will remain so indefinitely. It is also claimed that, owing in part to the above described features, the expense of repairs and maintenance is remarkably slight—much less than has hitherto been thought possible.

The Studebaker Bros. Mfg. Co. have been established for 50 years. At their plant at South Bend, Indiana, which covers 101 acres, and employs about 3,000 men, they build, besides automobiles, every known variety of horse-drawn vehicle, from a light runabout to a 10-ton truck. Their long experience has placed them in a position to solve peculiarly well the problems of suitable body dimensions, correct weight distribution, and easy spring suspension, regardless of the load carried. Hence, these points, which have been frequently neglected in otherwise satisfactory automobiles, have received especial attention in the Studebaker runabout. Owing to the successful spring suspension there is a marked absence of all sudden jolts and jars, even when riding over rough pavements. It is said for this machine that it is the first electric automobile which can be run without discomfort to the occupants at a good rate of speed over ordinary city streets. As a result of long experience in carriage building, it would be expected that no detail would be overlooked in design and dimensions of the body. The important considerations of comfort in ample seat space and upholstery, in the right measurements for leg room, and easy access, as well as elegance of lines, have all received especial care.

The body is hung on a tubular frame, which is supported by two full elliptic springs on the rear axle, and two semi-elliptic springs on the front axle. The tubing in the main frame is all $1\frac{1}{2}$ inches in diameter. The side bars are of extra heavy gauge with re-enforcing pieces extending in a forward direction for 5 feet. All bearings, including those of the motor, are ball-bearings, with balls, cups and cones of extra large dimensions. Every bearing is readily accessible for oiling, when needed. Side steering of the most simple and direct form is used. The wheels are wire suspension wheels, with special heavy spokes and construction. They are fitted with 3 x 30-inch double-tube pneumatic tires. A complete tire repair outfit is furnished with each vehicle.

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Twenty-four cells of the latest and most durable type of battery are used. The battery is arranged in two trays, each containing twelve cells, and can be conveniently removed from the rear of the body. These trays are supported by struts on the tubular frame, but the compartment has no floor, thus permitting ample ventilation. The battery will give a run of 40 miles on one charge over average streets and grades. It can be recharged from any 110-volt direct-current lighting circuit, or one having a voltage as low as 70, which will give about 24 amperes. It is well known that such direct-current circuits are available and convenient in practically every city and town having an electric lighting system. A charging plug and cable for making the necessary connection are furnished with each vehicle.

The motor is securely hung from two tubular cross-bars, and is located just forward of the battery compartment. It is thoroughly braced, and cannot be displaced by any swinging of the vehicle in any direction.

From the motor the power is transmitted by a roller-bearing chain to the driving gear on the rear axle, which is "live." In the severe tests which the



Studebaker Company have made of its model vehicle during the past year, a chain has never been broken, and the same is true of the frame and all parts of the driving mechanism.

The controller is located under the seat, where it is readily accessible for examination and adjustment. Four speeds are provided, of 3, 6, 9 and 13 miles per hour. These speeds are obtained forward or backward, the reversing being done by a lever operated by the driver's left foot. The advantage of four speeds, instead of the usual three, is a valuable one, as it makes it possible to avoid the sudden and "jerky" movements sometimes noticed in starting an electric automobile. The Studebaker runabout starts quietly and easily, and, further, will start from a stand-still on heavy roads, or will climb hills on the lower speeds.

Each Studebaker runabout is equipped with two powerful and independent brakes, both feet controlled. The regular brake works on drums located on

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the rear axle, one drum being just inside of each of the rear axle bearings. The auxiliary brake is applied on a drum mounted on the end of the motor armature shaft.

The manufacturers state that this electric automobile has been built to meet the requirements not only of pleasure riding, but also of all ordinary business service; that it is sold at a moderate price, and that the design and methods of suspension adopted have made it possible to use their machine with the least possible expense for maintenance and repairs.

Besides the piano-box runabout shown in the cut, this vehicle is also furnished with either a trap or phaeton body. To all of these bodies tops can be applied.

Troubles of the Road

To the Editor, *Automobile Topics*.

Dear Sir:—There was a time when I thought that my electric vehicle was going to do all my running around, in and out of town. Now I am keeping strictly to city streets with it, and consequently deriving great satisfaction from it.

It is of a runabout type with large pneumatic tires. Being invited by a friend to spend the night with him at his home at Glen Cove, L. I., I suggested that we go out in the electric rig. Thinking that he would have the pleasure of seeing me push the vehicle up the hills between New York and Glen Cove, my friend said, "All right," and about four o'clock one afternoon we set out on our way. We had no trouble at all with the vehicle, and only stopped for refreshments for the inner man until we arrived right in the center of the town of Glen Cove. As the house lay on the other side of the village I made super-human efforts to get there, but failed wretchedly and finally becoming stalled with the meter registering about ten volts. Just about this time my friend's wife appeared on the scene with a fine pair of high stepers. He went to his spouse telling me to hurry around to the power station and then back to dinner after leaving the vehicle to charge. How was I to get to the station at all, let alone hurry? He offered to tow me, But just then a dilapidated looking ~~old~~ wagon and horse appeared on the scene, and I made a dicker to be towed to the power station for half a dollar. The only towing rope we could get was a pretty weak looking piece of hemp, and every time the old horse put even a feeble tug on the traces the rope snapped in twain.

After severe trials to patience and good nature I arrived at the power house and got the charging plug ready to work from a small 110-volt direct current dynamo. We turned on the power, but while the wall instrument recorded 25 amperes the vehicle's ammeter showed nothing. We turned off the current, and I looked over all the battery connections, but could find nothing wrong. Every joint was solid. All the controller wires were tight.

After an infinite amount of labor, at about eleven o'clock at night we got the batteries out on the top of a large oil barrel, and after properly arranging the wiring the batteries began to charge beautifully.

Leaving them on charge at an amperage of about 15, I went to bed for a couple of hours and was driven back to the power house at about three o'clock

AUTOMOBILE TOPICS

the next morning. I then put the amperage up to 25 and let it run until the ammeter registered a full charge.

We placed the batteries back in the carriage, though I never expected to see it run after their refusal to charge in the vehicle. Much to my surprise and delight, however, it walked right away, and we had a most successful run to the city.

The electrician's report on the case, after making an examination, was a broken battery lug after all. Somehow or other I had just managed to unwittingly squeeze the ends together with my fingers and so enable the charging to take place, and thus the operation of the vehicle to be insured. Had I known what was the matter, I could have bound the broken ends of the strap together with a piece of wire.

A. V.

Water in the Carburetor

A CORRESPONDENT writes: "Not long ago a friend of mine invited me to take a ride in a new vehicle he had just purchased, and which was of the internal combustion engine type. I have one of somewhat similar make, but did not feel much more secure about its operation than did my friend, who was a novice. Fearing to spoil my reputation as an accomplished chauffeur I kept discreetly silent after we had been set safely on our way by the operators at the garage. Everything went well until we noticed that the engine began to sputter and miss fire. We did not pay much attention to the trouble at first, being novices. Finally, however, with a sigh and a wheeze like a dying mule the engine gave a couple of short, spasmodic gasps, and stopped still.

We looked around, and as there was no operator or storage place within



THE FARMERS' MILLENIUM—*Das Schauf.r!*

several miles there was nothing to do but get busy and find out what was the matter.

My reputation was surely on the brink of ruin, but I put on a bold face, and taking hold of the starting handle turned the engine over once or twice. The compression seemed to be good, but there wasn't even the faintest sound of an explosion. Luckily, I remembered that I had been told that the engine might not go if

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the spark was not right. I advised my friend to take off the cover of the observation aperture, which he did after burning his fingers quite severely on the hot cylinder. After all his trouble we found we had a spark, round, fat and healthy in every way.

We looked at each other more puzzled than ever. Another brilliant idea struck me. Maybe our supply of gasolene was exhausted, though this could hardly be as we were assured that the tank was full before we left the city. Opening the cover of the tank we found it more than three-quarters full, so the people at the garage were not to come in for chastisement.

Happening to touch the carburetor, I found that it did not flood. Light seemed to strike me at last. I took the device apart, and found it all gummed up and filled with bubbles of water. It did not take me long to clean the gauze sheet on the carburetor, and on turning the crank the engine started most beautifully.

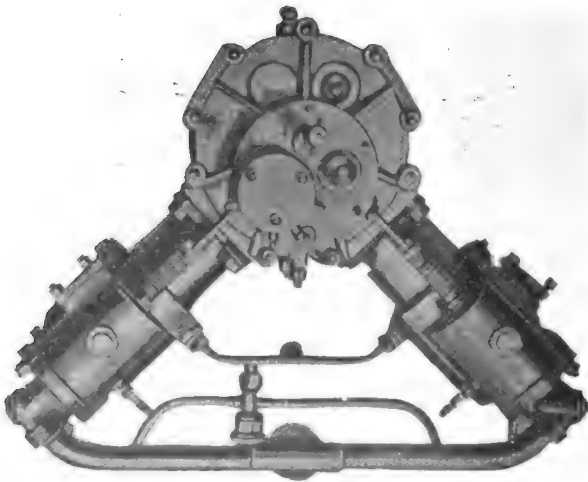
I climbed back into the vehicle and we went on our way rejoicing, I in my sustained reputation and my friend in the fact that he didn't have to be towed back to town."

Sport and Utility

HEREWITH are shown two views of the Ader motor, one of a two-cylinder type and the other of a four.

The makers claim that the results obtained by the motors have been most satisfactory. They even go so far as to state their belief that this type of motor will supersede entirely in a few years the upright cylinders now in general use.

As can be easily seen, the idea is to have the cylinders so balanced as to reduce the vibration of a motor carriage to a minimum. This the makers of the motor claim they have done.



TWO-CYLINDER ADER MOTOR.

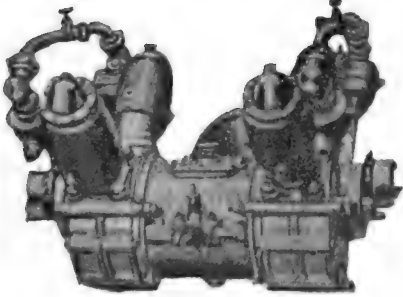
They further claim that they get more efficiency per horse power than can be obtained by any other kind of motor having upright cylinders.

The working parts of the cylinders are said to be simple and easy of adjustment and repair.

"Automobile Records" is the title of a convenient vest-pocket booklet published by the Mail & Express, New York. Although furnished gratuitously with the compliments of the paper's Automobile Department, its value will be none

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the less appreciated on that score. A synopsis of the laws governing automobiles in New York State is an interesting feature of the little volume.



FOUR CYLINDER ADER MOTOR.

An anti-speed ordinance passed by the city council of Cedar Falls, Iowa, contains this proviso: "That no person riding a bicycle or automobile within the limits of the city shall race, scorch or propel said vehicles at a fast or immoderate rate of speed." Some of our Eastern legislators might learn a thing or two from the wild and woolly West.

The new 24-page catalogue of Columbia Automobiles, now being distributed, is the most comprehensive publication ever issued by the Electric Vehicle Company. Seventeen models of Columbia vehicles are illustrated and described at length, including the company's various styles of runabouts, victorias, surreys, cabriolets, tonneaus, broughams, ambulances, delivery wagons, etc. The catalogue deals chiefly with the company's electric vehicles, although it is noted in the preface that they are by no means neglecting the important field of the gasoline vehicle, and are devoting constant attention to developing new modes of the gasoline type. Within the past year the field of the electric vehicle has been greatly broadened by the continued improvements in long-distance batteries, by the development of the automobile "stable," and by the increased availability of private charging plants. To meet the increased demand due to these changed conditions, the company have extended their factory facilities from time to time during the past 12 months and steadily maintained each department in line with the very latest development of mechanical and electrical knowledge. Finely executed half-tone cuts are shown of each of the various models and supplemented by ample descriptive matter. The last two pages deal with the care of electric automobiles, and present the general directions for their care and maintenance. The book is handsomely bound in dark green covers; the front cover is printed in gold, and presents the well known trade-mark of the company and the words "Columbia Automobiles." The catalogue may be had on application by mail to the Electric Vehicle Company, Hartford, Conn.

The Haynes-Apperson automobile factory at Kokomo, Ind., which has been a growing institution since its establishment, will within the next few weeks double its capacity. From the very beginning it has been run at its fullest capacity, and to-day the company will not be able, even with improved facilities, to catch up with orders in hand before the middle of September.

At a meeting of the directory of the company, just held, it was determined to duplicate the building recently constructed south of the original factory, and duplicate the machine plant. The new building will be erected south of the present factory, and will be in dimensions 41 x 280 feet. The contract will be

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let at once. In addition, the company is building substantial additions to its foundry and office departments.

With the new building, which it is expected to have under roof at the earliest practical moment, the Haynes-Apperson factory will have a total floor space of 75,000 feet. The addition, as are all other buildings of the plant, is to be of brick, stone and iron, and will be two stories high.

The street cleaning department of New York City may soon have automobile ash carts. Commissioner Woodbury is devoting a great deal of time to a study of the question. Three firms of automobile manufacturers are now at work on the problem of concentrating in one vehicle cheapness and serviceableness, and although the task is not an easy one, the commissioner has hopes. The new automobile ash cart is to require the services of only one man, who will act as chauffeur and garbage collector simultaneously. It is to be covered with canvas, self-rolling, on a cylinder, on the same principle as a window shade, and is to have a top opening corresponding exactly in size with new garbage cans, which it is the intention of the department to have adopted by all householders in the city.

The American Georges Richard Company has been organized by Alexander Fischer, of New York, to act as selling agent for the French company throughout the United States.

The Safe Storage of Gasolene

THOSE motorists who are taking care of their own vehicles on their own property have probably found out to their cost that their insurance rates have been noticeably increased when the underwriters found out that gasolene was being stored on the premises. In New York City and Chicago the proprietors of many of the garages have found no end of trouble arranged for them not only by the underwriters but by the respective fire departments of the two cities.

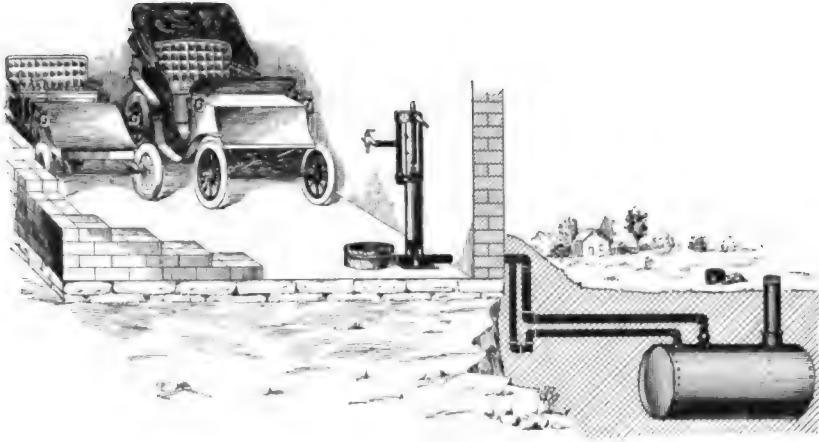
S. E. Bowser & Co., of Fort Wayne, Ind., realizing that there was a field for a piece of apparatus which would comply with all the requirements an automobile user is likely to specify whether from the point of convenience, insurance or what not, set themselves to the task of evolving the plan of the gasolene storage tank and its attachments shown above.

The tank, which is cylindrical in form, can be placed in an outhouse, buried in the ground or placed in a cabinet built to receive it. When the supply of gasolene is stored outside the house connection can easily be made by piping between it and the pump, which can be then located as convenient. If the tank is buried in the ground, a pipe is run up to the surface and capped. When the necessity arises for filling the tank, the barrel of gasolene is rolled up beside the pipe, and the gasolene is transferred to the underground reservoir by means of the siphon

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illustrated above. Thus all the labor usually expended in tipping up and holding a barrel until it is empty is avoided. No funnels are used.

The pump which draws the oil is self-measuring and double acting. It can



BOWSER GASOLENE STORAGE.

be arranged to pump gallons, halfgallons and quarts at a stroke. It is all metal and is equipped with a dial discharge register, which thus prevents any chance of filling a tank to overflowing. The nozzle of the pump has a compression shut-off which prevents anything like leakage or evaporation. Where the underground reservoir is used, it is made of riveted steel and can be placed in the soil with impunity. The filler tube is protected by a lock cap of metal, and which cannot be unlocked except by the special key with which it is fitted.



BOWSER PUMP.

With this double action pump almost all the requirements of the insurance are met, as when it is used there is never to exceed two gallons of gasolene in the carriage house or store-room. The working barrel of the pump holds about $1\frac{1}{2}$ gallons. It is fitted with a double plunger with a valve so that when a gallon is pumped another gallon is drawn into the working barrel and takes its place. The insurance companies usually allow five gallons, and this supply is thus well within the limit.

For those who do not care to go to the expense of a self-measuring pump Messrs. Bowser & Co. manufacture outfits without that appliance. In this case the tank may be left out of doors at any distance from the carriage house. The lower door of the cabinet in which it is placed is arranged so that it may be pad-locked, the gasolene being drawn from the bottom of the tank which stands about 15 inches above the bottom of the frame. It is also fitted with a lock filler cap which cannot be opened without the key.

The Automobile in Society

MISS HELEN GOULD is planning a trip by automobile from her place, "Lyndhurst," at Tarrytown, to Roxbury, a small place in Delaware County. This will be something of a venturesome journey for Miss Gould, as some of the roads to the interior of the State are not especially adapted to automobiling.

A launch equipped with a regular automobile motor, belonging to Mr. A. C. Bostwick, won a special race at Larchmont recently. Mr. Bostwick used a 12-hp. automobile engine, which worked so successfully that his launch outstripped all competitors. This opens a new line of endeavor for the automobile engine.

The royal families abroad are nearly all enthusiastic devotees of the automobile. Her Imperial and Royal Highness Archduchess Gabriele Marie Theresia, of Austria, uses with great success a Locomobile. The Queen of England, often accompanied by the Princess Victoria, uses a handsome dark blue automobile of the phaeton style. Since the last family reunion at Fredensburg the Dowager Empress of Russia has zealously taken up this modern sport, and now runs her sister a close second. Undoubtedly the most fearless drivers are the Queens of Portugal and Italy. The former is never happier than when grasping the steering wheel of her new 16-hp. automobile. The other day she was seen at Cintra, Cascaes and Villaviciosa, doing her forty miles an hour. Queen Wilhelmina has been forced to harken to ministerial warnings and content herself with the purchase of a machine for Prince Henry, whom she accompanies occasionally. Though William II. has always been bitterly opposed to lady bicyclists, he smiles on female automobilists, and Empress Augusta long ago took up the craze. Among French aristocracy, the Duchesse d'Uzes tops the list of "chauffeurs," and laughingly boasts an enviable score of "premieres." The Duchesse was the first French lady to obtain the certificate as a competent driver of an automobile, the first "chauffeuse" arrested for fast driving, the first to create automobilist modes, and only a couple of months ago scored another distinction, that of being the first and only lady who has ever ridden to hounds on her machine. Another noted Parisian automobilist is the Baroness de Zuylen de Nyevelt, née de Rothschild, who drove as a beginner in the Paris-Amsterdam race and as "whip" in that from Paris to Berlin. Lately the Baroness has been creating a sensation on the Riviera with her new 20-hp. automobile.

Mr. Max Fleischmann is on his way from Cincinnati to New York in an automobile. At Pittsburg, where he stopped for a short time, he stated that the roads in the West were in bad condition. From New York Mr. Fleischmann will go to Kingston, to the summer home of the Fleischmann family.

Mr. and Mrs. F. A. Brobst, of Pittsburg, recently took an interesting trip from their home to Cleveland and Detroit in their White steam carriage. Mr. W. Harry Brown, of Pittsburg, is in Boston, where he has his 16-hp. Peerless

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automobile with him. Mr. W. W. Darnley, of Pittsburg, has recently purchased a 16-hp. Peerless, which is a handsome example of the automobile maker's art. It is done in automobile red, with red upholstery. Mr. R. A. Cunningham and Mr. W. D. Zimmerman, of Pittsburg, are among the Oldsmobile users.

The Columbia Extension-Front Mark XXXV is a great favorite with society people. Miss Helen Gould has just bought a new vehicle of this make, built by the Electric Vehicle Company.

Ireland May Get the Gordon Bennett Race

S. F. EDGE, the winner of the Gordon Bennett Cup, has been interviewed by the Motor Car Journal, in the course of which he was asked whether there were any grounds for the suggestion that he had disqualified himself for the Cup, he remarked: "None whatever. We certainly did get off the road a little way down an embankment, but fortunately we were able to get the car back on to the road unaided; and, more fortunately still, found that no serious damage had been done."

"Good, and I see that it has been decided that you fairly won the Cup, and that it has been definitely awarded to you?"

"That is so; it was settled in Paris the Saturday after the race. I did not come away till the matter was decided."

"Have you got the Cup?"

"Not yet, I expect it in a few days, and it will then be placed on exhibition at the Automobile Club."

"And now, Mr. Edge, let me ask you about the car which you drove to victory; what are its chief points?"

"Well, as you know, it is a chainless car, having a direct drive on the high speed. It was purely an experimental vehicle. In fact, the car was not really built for this year's Cup contest, and was only entered for Paris-Vienna to take advantage of the opportunity the race offered to submit the new ideas embodied in it to practical test."

"It must be a source of much disappointment to the French to see an English car take the coveted Cup from them, but I am glad to see that they did not permit trade jealousies to overcome fair play and justice, which forms the basis of true sport."

"Naturally the French do not like losing the Cup, any more than we should."

"While the success of the Napier ought to do much for the British motor-car industry, I do not think your victory will be a bad thing for the French makers, for now they recognize they have serious competitors on this side of the Channel they will be spurred on to greater things."

"Quite so," answered Mr. Edge.

"And now, I suppose you have to be in readiness to answer a challenge next year?"

"That is only to be expected, and there is every likelihood that the 1903 Gordon Bennett race will be the most important one so far held."

"Why so?"

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"For the reason that in addition to a challenge from France it is more than likely that Germany and Belgium will enter the lists; while it is probable that America will also send a team."

"Then I suppose you will soon be thinking about next year's racer?"

"It may surprise you to know that the designs are already in hand," was Mr. Edge's rejoinder. "Indeed, we shall probably have one car out on the roads for trial by December."

"If you have to meet challenges from all the four countries you have named, it will be no easy matter to retain the Cup."

"No, it will not; what is wanted now is some encouragement to motor-car builders from sporting motorists in this country in the way of orders for racing cars. In France, as you are aware, owing to support of this kind it is possible for one firm of builders to have quite a number of cars in a race, and thus the chances of winning are much greater than in the case of builders who are represented by only a single vehicle."

With this I fully agreed, and then led up to the all-important question as to where the 1903 race will be run. Mr. Edge is decidedly in favor of it being held on British soil, preferably in Ireland.

"But what about the many difficulties in the way?" I queried.

"True, there are difficulties, but in view of the importance of the matter they ought not to be insurmountable. If only the British public could recognize what racing has done for the automobile industry in France, they would view the matter in another light. The fact is not yet appreciated that the construction of motor-cars is bound to become a branch of industry as important as those connected with railways, and ought to be encouraged in every way if England is to take its rightful position in this section of engineering."



THE GORDON-BENNETT TROPHY.

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

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VOL. IV. No. 16

NEW YORK, AUGUST 2, 1902

PRICE TEN CENTS

AUTOMOBILE TOPICS is published weekly, by Automobile Topics, No. 29 West 42d Street, New York. Subscription price, \$4.00 a year in the United States and Canada, or in foreign countries within the Postal Union, \$6.00 (gold) in advance. Advertising rates may be had on application. Copyrighted, 1902.

Cable address—AUTOTOPICS, NEW YORK.

Telephone—4715-38th Street

Who are the Lawbreakers? A Word to Justice Holbrook

Justice Holbrook, in the Court of Special Sessions, yesterday served notice on all operators of automobiles, on behalf of himself and fellow justices, that in the future they would impose the full amount of the punishment allowed by statute on all offenders brought before them charged with speeding automobiles at a speed in excess of that allowed by law.—New York Tribune, July 24.

THIS statement in varying form has been given wide publicity through the daily press within the past week. As a pronouncement on behalf of a tribunal legally competent to try charges under the Cocks anti-speed law, it is deserving of attention by every automobilist. At the outset it may be taken for granted that Justice Holbrook never said anything so illegal or absurd as the report puts in his mouth, namely, that he will impose a penalty on persons simply charged with an offense. His warning was intended for those who may be convicted, not simply charged. However, inasmuch as the word "automobile"

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occurs in the context, it is easily understood that the writer momentarily lapsed into incoherency. The word affects many writers that way.

What constitutes an offense against the Cocks anti-speed law? The law itself defines an offender as one

"Who drives or operates an automobile or motor vehicle, etc., etc.
* * * upon any plank road, turnpike, or public highway, within any city or incorporated village, *at a greater rate of speed than eight miles per hour.*"

This is very explicit. By this law a driver or operator of an automobile is prohibited under penalty from traveling faster than a certain speed within certain localities. The word speed, as defined by Webster, signifies "Rate of motion as measured by space passed over in a given time." Applying this definition to the wording of the act, it would read "at a greater rate of motion than that which is measured by eight miles (space) passed over in one hour (given time)." To offend against this law, therefore, it will be necessary to exhibit a greater speed than that which is measured by eight miles passed over in one hour; or, in other words, to cover eight miles in less than one hour. Three essentials in the act itself are motion, eight miles, and an hour; and these three must also be proven to establish a breach of the act.

The recent "stop-watch" captures by District Attorney Niemann in Nassau County, L. I., ignored this fact. By measuring off a piece of road, and stationing officers at each end, with stop watches, to time passing automobiles, it was claimed that a number of vehicles were going at a greater rate of speed than eight miles an hour. The drivers were arrested, taken before a police justice, who, assuming the authority belonging only to the Court of Special Sessions, fined the accused. The latter paid the illegal fines rather than go to the trouble of contesting the case in a higher court. Was District Attorney Niemann right or wrong in his contention? He was decidedly wrong. There was not a jot of evidence that the drivers arrested had broken the law. The utmost that could be said of them was that they might have broken the law if the village constables had not stopped them.

Of course the contention of the Nassau County authorities is that the automobiles were going at a rate proportionately greater than the law allows. But the law itself is silent about any such thing as a "rate proportionally greater." And, in fact, except in the imagination of these motorphobic fanatics, no such thing as a proportional rate of speed exists. Eight miles an hour is eight miles an hour, and nothing else. It is not two miles in a quarter, four in a half, nor six miles in three-quarters.

The only vehicle whose speed is measured by miles per hour is the locomotive. How is it done? A locomotive covers, say, 200 miles in four hours. Its speed is then averaged at 50 miles an hour. On the trip it may have covered portions of fifty-mile stretches at an increased rate of speed, say a mile a minute, and again slowed down to a mile in two minutes. On those particular stretches its speed would be exactly as stated, but when the speed of the entire trip is counted, it is simply a question of dividing the hours into the miles. There must be both hours and miles to give a rate of speed at so many miles per hour. Thus the speed of a switch engine occupied in shunting freight cars back and forward is never

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estimated at miles per hour. Why? Because there are neither miles nor hours to reckon by.

It may be contended, however, that custom sanctions the measurement of speed over short distances in order to calculate speed over greater distances. Custom does nothing of the kind, but exactly the reverse.

A horse may trot a mile in three minutes. That does not mean that it can cover twenty miles an hour. The horse's owner would call anyone a fool who suggested such a thing. In covering the mile the time is frequently taken by quarters; thus the first quarter may be 50 seconds, the second 46, the third 44, and the final quarter in 40 seconds. Here, again, the time for the entire minute is never calculated from a portion of it. To do so would be to invoke the mythical "proportional rate of speed" which only motorphobiacs ever heard of.

A sprinter may cover 100 yards in 10 seconds. Does that mean that he does cover a mile in 176 seconds? Certainly not. Nor does it mean that he covered every one of the 100 yards in exactly one-tenth of a second. Such a feat is an impossibility.

The automobilists fined by the police court justice in Nassau County were fined for having been *suspected of intending* to accomplish an *impossibility*, namely, a uniform rate of speed over eight miles exactly corresponding to the speed at which they covered the "stop-watch" stretch. A locomotive with everything in its favor, and driven at full speed, will hardly maintain a uniform rate of speed for even ten consecutive miles. A trotting horse trained to perfection, and in the hands of the most competent driver, will vary his speed in every quarter of a mile. A sprinter doing a hundred yards will finish faster than he began. None of these do, or can, maintain a uniform rate of speed over the entire distance, and any so-called "proportional rate of speed" calculated upon the basis of a portion of the space covered, would only by the merest accident give the accurate speed of the entire distance.

If, therefore, the wording of the act itself explicitly demands two factors, namely, eight miles and one hour, in order to compute the legal rate of speed, if the only vehicle whose speed is measured by miles per hour invariably requires a number of miles and hours as a basis of calculation; if custom prohibits the false deduction of speed over a greater distance by computing the speed of a lesser distance; and if, finally, a uniform rate of speed for anything that moves is a practical impossibility, why in the name of common sense and fairness is the speed of an automobile to be reckoned upon a theory which is against reason, custom and human possibility?

Reckless driving on the public highway is nowhere more condemned than among the lovers of the automobile. The voice of *Automobile Topics* has been invariably and consistently raised against such, and the severest penalties of the law are none too great to punish offences of the kind. But because a few brainless fools offend, that is no reason why the common rights of all should be ignored. Automobilists are respecters of the law, and though they may smart under its provisions, they will live up to it. On the other hand, the administrators of the law should at least show some respect for the law itself. It ill becomes them to be the first to break it, even into vulgar fractions, to use the pieces as weapons in the hands of an ignorant motorphobic mob.

When Justice Was Blind

“Y^OU say the defendant was going beyond the legal speed?” asked the attorney.

“He was that,” replied the intelligent policeman.

“Ten doll——” began the dispenser of Podunkville justice from the bench.

“One moment, if your Honor please,” interrupted defendant’s counsel. “I wish to ask this witness a few questions.

“What is the legal rate of speed?”

“Ate moiles an hour, Sorr.”

“Precisely. Now, how quickly do you suppose that is?”

“How quickly is it? Shure, ate moiles is ate moiles, as annywan knows.”

“Certainly, ten doll——” echoed the court.

“Could you walk eight miles an hour?” continued the lawyer, ignoring the bench.

“Me? Walk?” repeated the witness, aghast at the suggestion. “Shure, Oi’m no whizzin’ autymoboile.”

“Then this gentleman’s automobile was whizzing at the rate of eight miles an hour, do I understand?”

“T’wuz over ate moiles, Oi’m afther tellin’ yez.”

“Certainly, over eight miles. Now tell me, how many yards make a mile?”

“Yards is it? Shure, anny kiddy knows that.”

“Well, as you’re not a kiddy, I want to find out what you know. How many yards to the mile?”

“Thousand,” the witness answered, after a few seconds’ pondering.

“Exactly, one thousand?” repeated the lawyer. “Now take this piece of string and show me what you call a yard. Measure it off any way you like, and make a knot a yard from the end.”

The officer took the proffered string, examined it uneasily for a second or two, gripped an end between his finger and thumb, stretched out his arm and with the other hand pinched the string where it touched his chin, as a woman does in measuring dress goods. The piece thus measured off looked altogether too long. Doubled in halves, it was more like a yard, in the officer’s opinion. So he proceeded to make a knot exactly half way, and handed the string back to the lawyer.

The piece measured just 29 inches.

“Just one question more,” the suave man of law continued, receiving back the string. “How many minutes make an hour?”

“How manny minnits? Is it a skule you’re taching?” But the officer’s pleading looks toward the bench belied his weak attempt to be funny.

“Answer my question, please,” sternly. “How many minutes make an hour?”

“Twinty-four; no, sixty.”

“Which?”

The witness was getting mixed.

“Av coorse, ’tis twinty-f——; no, sixty seconds makes wan minnit, sixty minnits wan hour. ’Tis sixty.”

“The defendant is fin——” once again began the magistrate.

“Now tell me how long is a minute,” the lawyer demanded, again interrupting the half uttered decree of court.

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"Wan minnit? 'Tis sixty seconds," replied the witness, now thoroughly angry.

"Yes. You have told us that already. What I want you to do now is to hold up your hand for exactly one minute."

The officer did as he was told, while the lawyer took out his watch to time him. Everybody in court grew interested and silent. Even the judge took out his timekeeper to check the lawyer's watch. At the beginning of the minute the witness attempted to rapidly count the seconds, but it was soon evident that, under the scrutiny of so many stop watches, he had missed his count. Then his elbow began to twitch. His aching arm began to swerve pendulum fashion. The witness' face grew crimson and he tried to wipe off the perspiration with the free



TWO COUNTRY GIRLS FROM DALY'S.

arm. The effort only made him more uncomfortable. It seemed an hour already that he had been standing there with his arm raised.

"That's a minute," he blurted out, dropping his weary arm.

"Twenty-seven seconds?" said the lawyer interrogatively, to which the magistrate nodded unwilling assent.

"You are sure the defendant's car was going quicker than eight miles an hour?"

"Shure? Why, man, Aldherman Cassidy's horse that throts in two-thirty could only bate 'm by twinty yarrds."

"Ten dollars and costs. Next."

Justice had spoken.

Clubs and Associations

THE North Shore Automobile Club of Boston has taken a drastic measure to detect and punish any of its members who may be guilty of scorching on the roads. A new club regulation binds members to affix to their machines a club sign, with a large number, so that they may be distinguished from persons whose reckless running of cars is tending to make the pastime unpopular.

The club hopes to discountenance excessive and unreasonable speed. The members realize that there are certain roads on which the use of automobiles is unreasonable, and the club recently sent out a list of half a dozen narrow roads regularly used by horses, asking members to refrain from traveling on them with automobiles. Members joining the club must agree to the by-laws containing provisions as above, and it is believed that the club's action will materially aid in the progress of automobiling; at least among the members of the North Shore summer colony. H. C. Frick, of Pittsburg; Reginald Boardman, Walter G. Denege, Dr. Charles T. Parker, and F. M. Whitehouse are among the members.

Automobile races will be a feature of the Minnesota State Fair this year. The fair management has talked the matter over with a number of prominent chauffeurs, and it has been decided that probably 20 or 30 machines could be induced to enter the contests.

Automobile races are a complete novelty in Minneapolis, and it is believed that from a spectacular point of view they would be one of the most attractive features that could be given in connection with the fair. The races will be held on the mile track, and prizes will probably be offered in four classes.

Two special prizes will be given for gasoline autos, which will be classified on a basis of weight, the dividing line being either 1200 or 1500 pounds. Possibly the number of classes may be increased to three, placing the machines weighing between 1200 and 1500 or 1600 pounds in a special class.

Another class will be restricted to steam vehicles, and a fourth prize will be given for the best mile against time. This contest will be open to all classes of autos.

As not more than five or six machines can race at the same time on the Hamline track with safety, the races will probably be run in heats, and it is believed that a most attractive program can be arranged.

The plans for an automobile club, which have been tentatively discussed at various times during the last year, appear to have taken definite shape. George Christian and Alf Pillsbury have been constituted a committee to push the project, and it is believed that nearly all of the chauffeurs in town will be induced to join the proposed organization. There are now about 125 autos in Minneapolis, a sufficient number to guarantee a large membership for the club.

"That the race is not always to the swift" is likely to be proven on August 23 next on the Brighton Beach race track, when the Long Island Automobile Club introduces to the public its "obstacle race."

Dexterity, rapidity of thought, judgment and calculation are the qualities

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most called for in a competition event of this class. The operator who is accustomed to threading his way through the crowded city thoroughfares, and who has more or less often crossed the Brooklyn Bridge, is the one who, if he drives a light car, should be able to win the prize. This event should prove instructive to the public, as demonstrating the ready control and thorough mastery of his car by the driver, especially in the congested portions of the city, as, for instance, Broadway, with its endless stream of cars, trucks and vans, or Fifth avenue above Thirty-fourth street.



MISS ELLALINE TERRISS IN HER MOTOR CAR.

Covered with dust and dirt, browned by sun and wind, F. L. Wachtell and Frank Newcomer completed at Wachtell, Ohio, last week a 200-mile jaunt that had extended over the greater part of two days. The trip was made in an Elmore gasoline motormobile, manufactured at Clyde, Ohio, 10 miles south of Sandusky. They left Clyde Monday morning, and stayed over night at Bellefontaine. At 9.30 o'clock Tuesday morning they set out again for Muncie, and reached Wachtell at 10 o'clock at night. The roads north of Bellefontaine were full of mud after the heavy rains throughout northern Ohio, and the machine brought home a great part of it. The only accident of the trip was a blown out tire between Tiffin and Carey. No remarkable time was made on the run, but it was a noteworthy jaunt for such a light machine on its first trip.

Mr. M. Mosler has recently purchased the first French automobile to make its appearance in Cincinnati. It is of the Gillet-Forest type, and Mr. Mosler uses it each day from the city to the Mosler factory in Hamilton, doing the 25 miles in less than one hour.

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The Milwaukee Automobile Club has drawn up an ordinance regulating the running of automobiles, to be submitted to the common council. The ordinance prohibits a greater speed than eight miles an hour in downtown districts, 15 miles in the outskirts, and four miles in turning around corners. Racing and scorching are prohibited entirely. Headlights must be carried after dark. The 25-cent license fee is abolished. Members of the club will give each one of the judiciary committee of the common council a ride to demonstrate that the ordinance is a good one.

Out of 14 starters in the Kansas City Automobile Club's 100-mile non-stop run last week, nine machines reported at the finish. The revised list of machines in the race, showing starting and finishing time:

No. 1.—D. F. Piazzek, Haynes-Apperson gasoline machine; 9.39 a. m., 3.40 p. m.

No. 2.—Frank Nutt, gasoline runabout; 9.41 a. m., 4.58 p. m.

No. 3.—W. T. Irwin, Toledo steam wagon; 9.35 a. m., 5.43 p. m.

No. 4.—Myron C. Albertson, Foster steam wagon; 9.37 a. m., 4.53 p. m.

No. 5.—H. W. Loose, Pierce Motorette, gasoline; 9.47 a. m., 4.06 p. m.

No. 6.—C. F. Lovejoy, Motorette, gasoline; 9.43 a. m., ———.

No. 7.—E. P. Moriarty, Pierce Motorette, gasoline; 9.45 a. m., 8.20 p. m.

No. 8.—Percy P. Pierce, Pierce Motorette; 9.45 a. m., 5.15 p. m.

No. 9.—R. L. Husk, Oldsmobile; 10.02 a. m., 7.42 p. m.

No. 10.—T. W. Day, Locomobile; 9.51 a. m., ———.

No. 11.—Joseph Whitman, gasoline; 9.47 a. m., ———.

No. 12.—A. C. Webb, Locomobile; 10.05 a. m., 5.35 p. m.

No. 13.—L. M. Purple, Locomobile; 10.30 a. m., ———.

No. 14.—C. S. Hall, Foster steam wagon; 11.04 a. m., ———.

The last machine to report was No. 7, driven by E. P. Moriarty. It glided up Grand avenue at 20 minutes after eight o'clock, having been out since 9.45 a. m. D. F. Piazzek, who drove No. 1, a Haynes-Apperson machine, first to report, made the run in six hours and one minute, which was remarkably good time. It was reported that Mr. Piazzek had been disqualified because he returned in shorter time than the rules provided, but this was not true. He had, he stated, allowed his machine to run slow purposely from the Blue River to Kansas City, in order to guard against returning too soon.

The following official notice was posted the day after the race:

"The Kansas City Automobile Dealers' Association desires to state officially that D. F. Piazzek, driving Haynes-Apperson Standard Carriage No. 1, did not exceed the time limit, finishing exactly one minute over the minimum time allowed by the rules adopted for the governing of the contest; that he conformed to all the regulations, and is entitled to a certificate in accordance with the report of his official observer. This is published to correct the erroneous report published in yesterday's papers.—W. L. De La Fontaine, Secretary."

Automobile racing will be a feature of the annual fair at Taunton, Mass., September 22 to 25. On the first day there will be races for the various types

AUTOMOBILE TOPICS

of vehicles, with suitable prizes for the winner. A committee has been appointed to take charge of the affair, and motorists who desire to compete should communicate with Arthur R. Crandell, 67 Spring street, Taunton, Mass.

Chicago automobile enthusiasts are fairly discouraged over the continued rains of the last two months, and are beginning to wonder whether they ever will be able to use their machines. The roads are still in such shape as to make traveling impossible, and at present there are no signs of any improvement.

A number of members of the Chicago Automobile Club made a trip over



MAJ.-GEN. BADEN-POWELL IN 12 HP. DAIMLER OMNIBUS.

the Libertyville-Waukegan course a week ago, but the frequent puddles and bad roads made the trip a hard one for both machines and riders. Later on Frank X. Mudd, treasurer of the local club, started over the course, but was stranded at Evanston, where he was compelled to remain until 10 at night waiting for repairs. Mr. Mudd admits that he has had enough until the roads are better. Most of the members of the club spend their leisure time at the club house, where they watch the rain, and then go home and store their machines for the remainder of the week. However, it is asserted that the endurance run which is scheduled for August 2 will take place, rain or shine, good roads or bad.

Trade Notes

[Insertions under this caption 3 cents per word; minimum 50 cents per insertion. Payment must invariably be made in advance—in postage stamps if desired—as no accounts can be opened for this class of advertising.]

FOR SALE.—No. 1.—One "Locomobile," model 3, with full leather top; low water alarm, newly painted, in first-class order.

No. 2.—One "Locomobile," model 2, without top, newly painted, in first-class order.

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No. 4.—One "Locomobile" surrey, model 5, newly painted, in first-class order.

No. 5.—One Waverley Electric Runabout, model 21, with new Exide batteries and tubular steel wheels and Palmer tires, perfect order.

No. 6.—One Waverley, model 22, Electric Runabout, with top, batteries in A-1 shape, carriage just painted.

No. 7.—One Waverley, model 22, in perfect order, with new 24-cell battery, Exide, full leather top, must be seen to be appreciated.

No. 8.—One Columbia, Mark XII Electric Runabout, with top, rear tires are Long Distance make, in good order.

No. 9.—One Columbia, Mark XII Electric Victoria, with full Victoria leather top, in elegant shape.

No. 10.—One Waverley, Dos-a-Dos, newly painted, Sperry battery, in fine shape.

No. 11.—One Willard, Dos-a-Dos, in perfect order, just repainted and batteries replaced, in elegant shape.

No. 12.—One Gasolene Runabout, nearly new, in perfect order.

No. 13.—One Waverley Combination Surrey and Delivery Wagon, with new bat-

teries, in fine order. You will find any of the above machines just as represented; some were taken in trade, others left with us for sale, as owners got new models. Make us an offer, or write for prices. First come, first served. Will guarantee every automobile as represented. CLEVELAND AUTOMOBILE AND SUPPLY CO., 144 Prospect street, Cleveland, Ohio.

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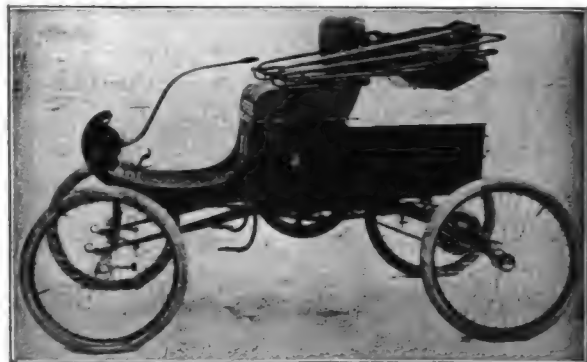
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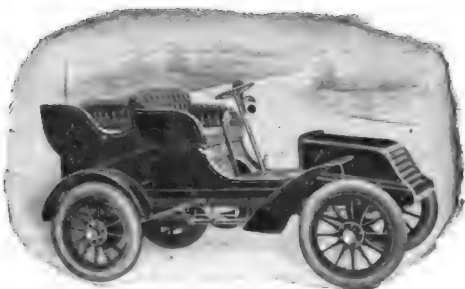
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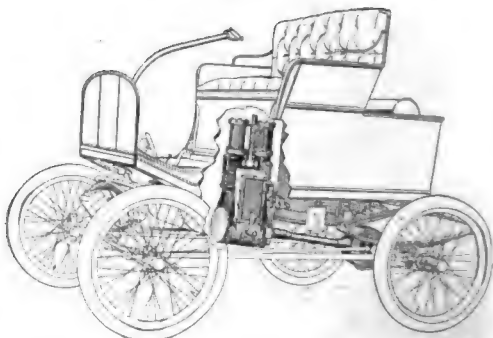
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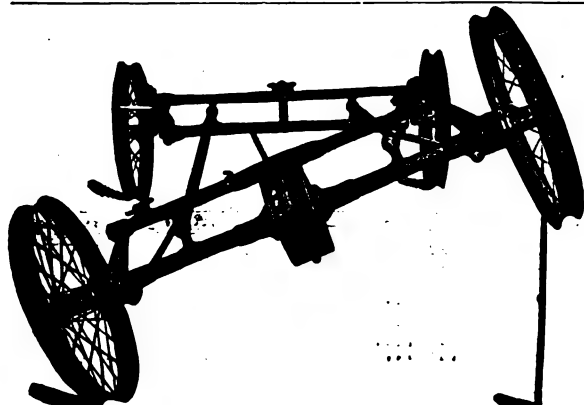
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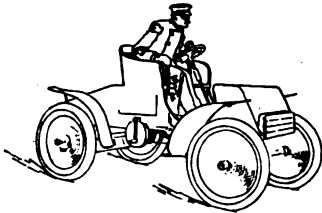
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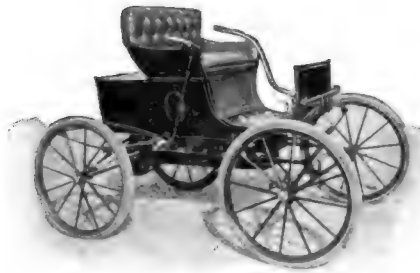
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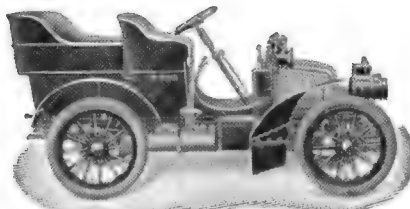
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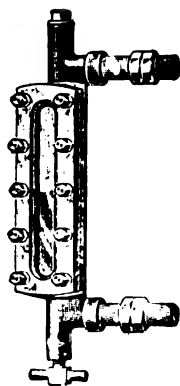
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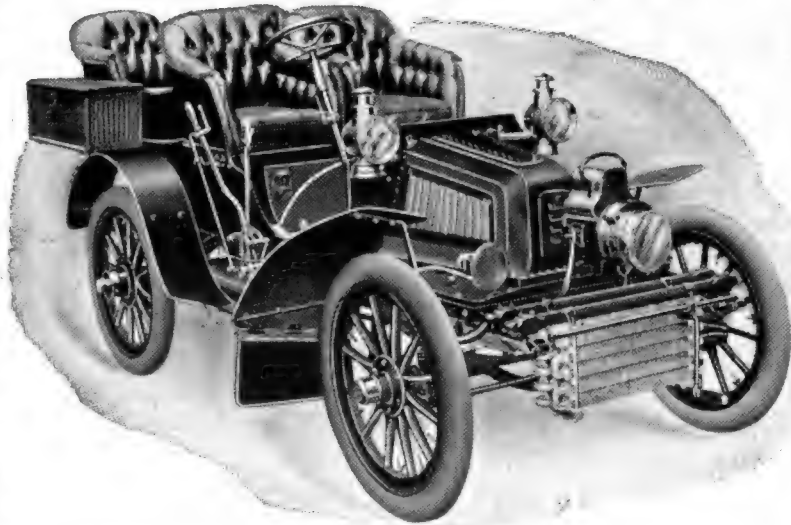
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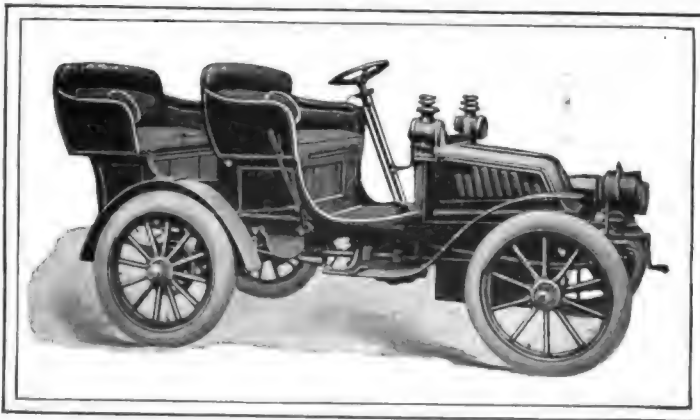
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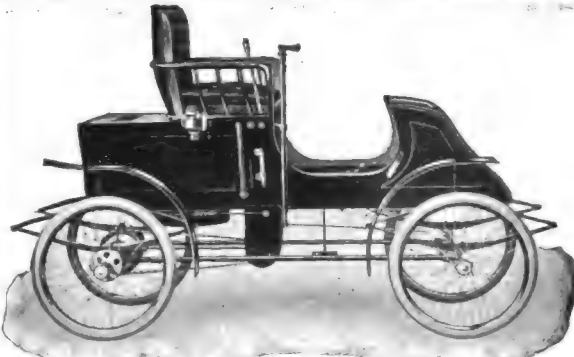
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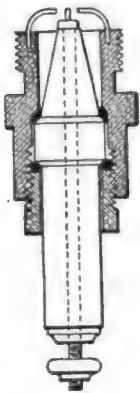
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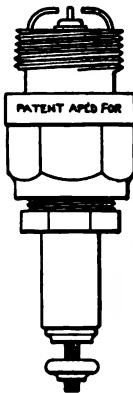


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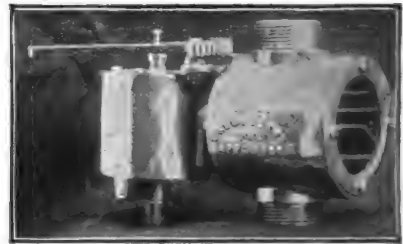
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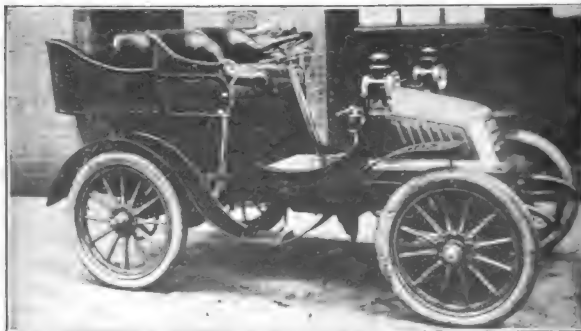
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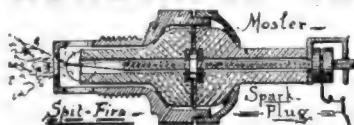
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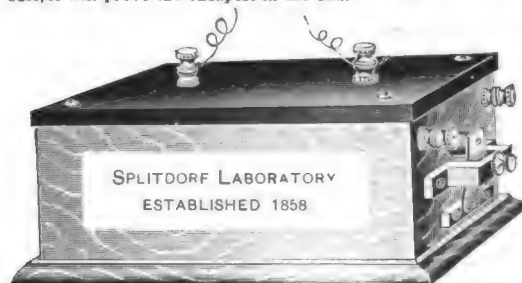
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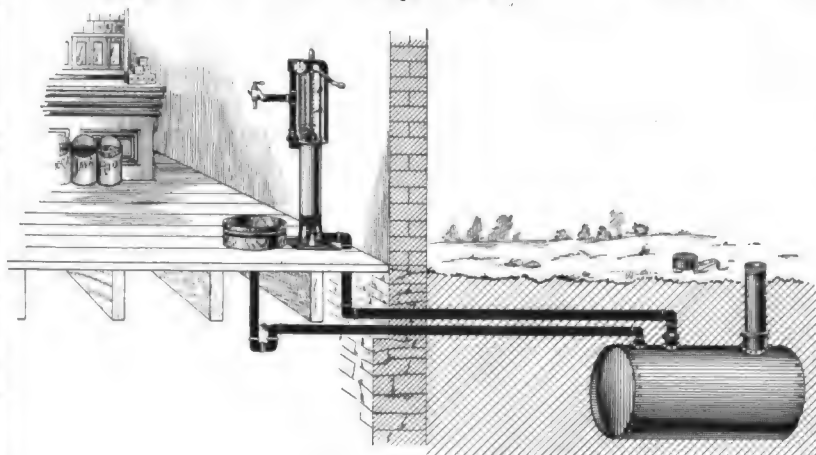
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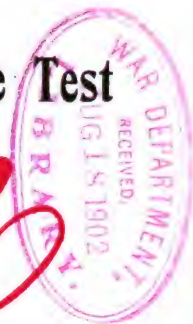
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Automobile Topics

Illustrated.

Vol. IV.

NEW YORK, AUGUST 9, 1902

No. 17



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Automobile Topics

Illustrated.

VOL. IV.

AUGUST 9, 1902.

NO. 17

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AUTOMOBILE TOPICS FOR SALE ON ALL NEWS STANDS

Agency for Foreign Subscriptions:

INTERNATIONAL NEWS COMPANY

Breams Buildings, Chancery Lane, London, E. C.

Stephan Strasse, No. 18, Leipzig.

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Automobile Topics

Illustrated.

Vol. IV.

AUGUST 9, 1902.

No. 17

Automaniac—Devoted to Motor Interests

“DEVOTED to Motor Interests,” is a well-sounding phrase. Except that it faintly suggests an excess of zeal of the Chadband type, there is no fault to be found with it. Clearly printed upon the editorial page of a weekly newspaper and flanking the high-sounding title “The Horseless Age,” it almost seems to mean what it says. But appearances are often deceptive.

In last week’s issue of our venerable contemporary was an editorial which certainly qualifies its right to the use of this motto. The editorial in question was the sequel to a long string of automobile accident stories which have found place in its pages for weeks past. It deals with the treatment accorded by the New York courts to speed offenders. The particular case referred to was an instance where an automobile owner had appeared in court beside his chauffeur, when the latter had been arrested for fast driving. The fact that this employer tried to obtain a mitigation of the sentence against his employee arouses the ire of our contemporary. In its devotion to motor interests, it says:

“It would appear from this that the employer himself aided and abetted the employee; in fact, was himself the direct cause of the violation of the law, inasmuch as he must have given orders to his chauffeur to drive fast in order that he might be in time for his dinner.

“In such cases it is no more than right that the owner of the machine should be held at least contributory to the offence, if not chiefly responsible. Many of the chauffeurs who are guilty of habitual excesses are only imitating their employers or basing their hope of immunity on the wealth or station of their employers. In a country where the law is supposed to be enforced without prejudice or discrimination on rich and poor alike it is worthy of notice that some of the very worst offenders of this class have never been arrested.

“Is it because they are rich?”

The gentlemen referred to will doubtless appreciate the devotion to motor interests which our Pecksniffian contemporary shows.

On another page in the same issue is a letter signed Thomas Hall Wyatt,

AUTOMOBILE TOPICS

which, as a specimen of devotion to motor interests is almost worth framing. The letter covers considerable space and its main purpose is to show how little the writer knows about an automobile. His choice of a mouthpiece through the medium of our contemporary was most consistent. After a labored explanation of his own experience in driving an automobile, he sums the result up as follows:

"Time consumed from Brooklyn to Baldwin, 6 hours.

"Time for same distance on railroad, 55 minutes.

"Expense of repairing puncture, new tire and labor done on the differential to repair it next day, \$15.

"Expense of gasoline, 20 cents.

"Total expense, \$15.20.

"Car fare for same distance, 60 cents."

Automobile manufacturers will doubtless pass a vote of thanks for this subtle devotion to their interests, showing that a man can save \$14.60 out of \$15.20, and 5 hours and 5 minutes out of 6 hours, by forswearing the use of an automobile.

Nor is this all. Ever since *Automobile Topics* gave currency to the term "motorphobia" the poor old Horseless Age has given evidence of the throes of approaching maternity. The result of its labors is in evidence this week in the bastard word "automaniac." This it explains in its usual tortuous fashion is "a fool in an automobile," or words to that effect. Proud of its achievement, the poor old thing sends abroad notices to all the daily newspapers, calling attention to its bantling.

The Newark, N. J., Advertiser refuses, however, to attend the christening. In a well-deserved reprimand it says:

"The Horseless Age sends us a printed slip suggesting that a word it has coined 'automaniac,' be applied to designate the 'new terrors of our streets, those speed-crazed paranoiacs who are now doing so much to bring the automobile into disrepute.' The new word, the slip informs us, 'is in harmony with several well-known words of Greek derivation already rooted in the language as descriptive of victims of diseased and abnormal appetite (dispsomaniac, kleptomaniac) and conveys a strong and true picture of the mental state of the worst of these offenders against law and decency.'

"We are afraid that we cannot bring ourselves to agree with the Horseless Age on this point. 'Automaniac' is a hybrid combination of a slang prefix and a good Greek word. Auto, in Greek, it is true, has a meaning. That is 'self'. But what sense would there be in 'self-maniac'? As 'auto' is used in the suggested term, however, it is pure slang—'auto,' short for automobile. If a new word is needed, the prefix must signify the sort of maniac to be described, as in dipsomaniac and kleptomaniac. The prefix in the first of these words means thirst; in the second, to steal. We think The Horseless Age will have to try again."

Poor old Horseless Age! At its time of life, too. To have its offspring thus rejected is cruel, indeed.

"Carriage—horses—none there" (voiture * * * chevaux * * * y a pas) is the expressive way the Abyssinian envoys of Emperor Menelik described the automobile.

Drop the Hour—Take Up the Mile

PRACTICAL results are fairly well assured now from the suggestion put forward by *Automobile Topics* to "drop the hour and take up the mile."

Already the question is in hand for active support in the shape of formal resolutions by several automobile clubs. Where prospective legislation is in the air as a menace to the rights of automobilists, local owners of automobiles are taking active steps to bring this view before city councils in order to demand a common-sense view being taken of the matter. In the daily papers, too, it is gratifying to note a co-operation to this end. The question is one which should certainly repay any local paper to take up, especially as it combines common sense with a certainty of eventual success.

What the Mail and Express Says.

Automobile Topics has provoked considerable discussion by its article regarding speed laws. Its suggestion that the laws should read "a mile in so many minutes," instead of "so many miles an hour," has been almost universally sup-



CHARLES JARROTT, WINNER OF THE ARDENNES RACE.

ported by motorists who have expressed themselves on the subject. The adoption of this idea would certainly enable policemen to better judge the speed of machines.
—*New York Mail and Express*.

A Plea for Horse Sense.

To the Editor, *Automobile Topics*: As it has been demonstrated that the automobile can be as easily and quickly stopped as the average horse, and quicker than some horses, I think it would be reasonable and right for the horse and the horseless vehicles to be governed by the same laws as regards speed. A law

AUTOMOBILE TOPICS

limiting the speed of automobiles to "so many minutes to the mile" instead of "so many miles an hour" would enable the general public to make a quick and ready comparison with the speed of horse vehicles, and therefore would be preferable, and to the advantage of the automobile.

The move for such a change meets my hearty approval.

Rochester, Mont.

E. C. MEANS.

Texas May Lead the Way.

To the Editor, *Automobile Topics*: Please send us six or eight copies of *Automobile Topics* of the July 19 issue, containing "Drop the hour and take up the mile." Our city council are taking up this subject, and we want to use it in connection with them.

WM. G. BELL.

Austin, Texas.

Hopes for State Legislation.

To the Editor, *Automobile Topics*: I am in receipt of your printed circular of 19th ult., and though too busy to discuss the question at length, I wish to commend your attitude in this matter. Am in entire sympathy with your journal, and believe the "change from hour to mile" would be of marked value to both public and chauffeur. The present opposition to the automobile may be directly charged to the ignorance, and often jealousy, of the public, and thoughtlessness of a few drivers. A little more consideration on the part of the latter would do much to placate the "motorphobiacs" and to obtaining reasonable speed concessions, especially in the country. I would like to see this matter mentioned in your paper again. Slowing down some in passing a team of evidently nervous horses costs little trouble, would greatly assist in preventing runaways, which some papers are so anxious to report, and, besides, has the advantage of smoothing the drivers' feelings, who, as a rule, appreciate this consideration.

The idea that the automobile is the "rich man's toy" has done much to harm the cause. Witness in the columns of the Chicago Tribune the elaborate preparations for holding up and fining automobilists along the North Shore. I can easily show you that several of these arrests and fines were made illegally, but were paid by the defendant so as to escape much embarrassment. I hope for State legislation; the present method of each town and village passing its own rule for speed is poor. The chauffeur never knows whether he is transgressing the law or not, and I have observed that usually, the smaller the place the more stringent the ordinance.

I renew my approval of your crusade, and as evidence shall renew my subscription on its expiration.

ARLOWE K. MILLER.

Chicago.

In discussing an anti-automobile ordinance before the Milwaukee city council. James Gaffney, as spokesman for the Liverymen's Association, made this lucid argument: "The automobile comes from nowhere, goes nowhere, and is a hocus pocus generally; now you see it, and now you don't."

This brought down the house, and after some amendments to the original speed clause, which was four and six miles an hour, the ordinance was recommended for passage. Brilliant Milwaukee statesmen!

Freeporters Getting Weary Of It

JUSTICE ARCHER B. WALLACE, of Freeport, L. I., who has been District Attorney Niemann's factotum in imposing fines for so-called offences against the speed laws, is getting sick of his job. In an interview with a Brooklyn paper he is quoted as saying:

"It is my sworn duty to enforce every law to the best of my ability. I wish the legislature had provided a minimum rate of speed of 12 miles an hour through all cities and incorporated villages, for I believe eight miles to be entirely too slow a rate for a machine that can be controlled and stopped as quickly as can an automobile. I think the next legislature should amend chapter 266 of the laws of 1902, providing a minimum rate of speed of 12 miles an hour instead



THE 5-HP. "BABY" PEUGEOT.

of eight miles, and also giving the justice discretionary power to fine or imprison a chauffeur upon a first conviction of violating the law. From the scores of comments I've heard I think the people of Freeport favor District Attorney Niemann's attitude by a ratio of more than two to one."

"Would it be possible for the District Attorney to instruct his officers to make no arrests of drivers who were operating their motor vehicles at a speed of less than 12 miles an hour?" queried the reporter.

"Yes, it would be possible, but quite improbable," replied the justice.

There seems to be no doubt that if the District Attorney would issue such directions to his officers, his course would be approved by all people gifted with common sense, adds the paper.

William P. Miller, president of the Long Island Traction Company, thought it a farce to enforce the law if a machine was traveling at a speed less than 12

AUTOMOBILE TOPICS

miles per hour, especially when the trolley cars are allowed to speed through the village at a double rate of speed. He also said if automobiles going eight miles an hour are to be stopped, horses being driven at a like rate of speed should be stopped. He also claimed that it would ruin the village as a summer resort.

The following explanation of the anti-automobile crusade, which a contemporary is responsible for, is interesting if true. Its publication may explain the recent dearth of news from Freeport, L. I.

"How the New York papers get such extended and detailed reports of all these happenings in a Godforsaken little Long Island hamlet might seem strange, but if you want an explanation of the cause of the whole thing, and of the reason why



THE 6-HP. PEUGEOT LIGHT CAR.

these outrageous doings have been given such unusual prominence in the papers, take up a telephone directory. Turn over the pages until you come to Freeport, and there you will read, 'Archer B. Wallace, 37F; news correspondent.' There's the whole thing! You see, as 'Judge' Wallace this prominent Freeporter catches automobilists and fines them, then as 'Correspondent' Wallace he duly rushes a story into the daily papers telling all about who the unfortunates were, how much they were fined, etc., etc., by the upright 'Judge' Wallace. An excellent, and, I suppose, a very lucrative, arrangement for Correspondent-Judge Archer B. Wallace and his assistants; but what chance the poor automobilist has is not quite so easily determined by one who is not a freebooting Freeporter."

A technical error made by a police court clerk saved Edward McDuffee, an automobile driver for William Belden, from a fine, after he had been found guilty in the Court of Special Sessions of speeding his machine faster than the law permits.

AUTOMOBILE TOPICS

Thomas F. Cherry, McDuffee's attorney, made a motion for arrest of judgment on the ground that the complaint was defective. After inspecting the papers in the case, Justice Holbrook, who presided, said:

"The defect in this complaint is that it does not negative the exception in the statute allowing a greater rate of speed than eight miles an hour, where any ordinance so permits. We hope this defect will be so remedied that we shall not hereafter be compelled to discharge defendants in these cases on this technicality."

Chicago 100-Mile Race

ONE automobile destroyed by fire, one chauffeur painfully burned, and one arrested for driving his vehicle through Highland Park at a rate of speed too high to please the residents, were incidents of the 100-mile endurance contest of the Chicago Automobile Club last week.

Twenty-nine automobiles entered the contest, and 22 completed the course,



PAUL PICARD, ONE OF CHICAGO'S LEADING AUTOMOBILISTS.

II reaching the goal within the time limit of 7 hours and 15 minutes for the round trip.

None of the machines made the round trip without a stop, although all of them ran against time on nearly every "lap" of the route.

It was while coming out of North Chicago on the return trip that the gasoline automobile driven by I. F. Newcomer, with F. J. Peterson as observer, exploded. The vehicle caught fire as the two occupants leaped to the ground. The machine was given up for lost almost immediately.

AUTOMOBILE TOPICS

The ill-fated auto was in a narrow stretch of road, and while burning it made it impossible for other vehicles to pass it.

The second mishap of the day was while Chauffeur S. F. Symmonds was passing through Highland Park. Mr. Symmonds was following the heavy car driven by John Farson, which was traveling at a higher rate of speed than Symmonds was moving. When he reached a turn in the course he was forced to slow up sufficiently to give Marshal Fred Rudolph an opportunity to arrest him.

From Highland Park on the chauffeurs ran a gauntlet of bluecoats, meeting them at many corners where they were not expected. The parting advice at Highland Park was:

"If you don't watch out, the coppers'll get you at Glencoe."

At Glencoe the same advice was given about Evanston.

The race began at 9.06 o'clock in the morning. Half an hour before the starting time the machines were strung out along Michigan avenue in a line that extended almost two blocks south of the club house. The machines, the chauffeurs, the observers, and the starting time and finishing time were as follows:

No.	Operator.	Observer.	Start.	Finish.
1.—	F. X. Mudd, J. B. Burdette.....		9.06	4.22.35
2.—	J. E. Fry, R. A. Wells.....		9.07	4.23.38
4.—	F. Ilsley, R. W. Harroun.....		9.08	4.23.40
6.—	R. G. Chapin, J. W. Scott.....		9.09	5.11.39
7.—	E. A. Brown, C. Wheeler.....		9.12	6.48
8.—	I. F. Newcomer, F. J. Peterson.....		9.16	Burned
9.—	J. P. Pierce, B. C. Hamilton.....		9.10	5.11.40
13.—	F. J. Pardee, W. Kirkpatrick.....		9.17	4.32.47
14.—	R. S. Wheeler, E. A. Wright.....		9.11	4.24.15
15.—	S. F. Symons, J. C. Mason.....		9.26	4.43.10
16.—	C. F. Jeffrey, L. F. Stacey.....		9.30	4.41.10
18.—	C. F. Mason, R. B. Holt.....		9.13	4.27.05
19.—	S. B. Arnold, J. A. Dixon.....		9.18	8.44
20.—	F. W. Wolf, Jr., M. A. Rutenher.....		9.32	Quit.
22.—	J. W. Sutherland, G. F. Cecil.....		9.15	Quit.
23.—	J. A. Holsman, O. Bance.....		9.18	9.46
24.—	C. E. Bartley, W. R. Smith.....		9.21	4.44.55
27.—	M. E. Maywood, E. A. Wach, Jr.....		9.22	6.00.45
28.—	J. D. Maxwell, E. L. Bordman.....		9.19	5.12.30
29.—	A. C. Banker, James Levy.....		9.23	4.58.53
30.—	Dr. F. H. Davis, L. E. Brooks.....		9.24	5.29.58
31.—	C. A. Benjamin, S. M. McCloud.....		9.20	5.21.45
32.—	J. Farson, Jr., H. J. Ullman.....		9.25	4.40.05
33.—	J. H. Mears, W. B. Canis.....		9.27	6.38
34.—	W. J. Murray, J. W. Snider.....		9.28	4.43
35.—	R. R. Brown, E. L. Dunn.....		9.29	5.28.32
36.—	J. Young Friedman, L. Larsen.....		9.35	Not rep.
38.—	R. Temple, W. J. Crawford.....		9.31	5.33.50
39.—	F. J. Fanning, F. B. Lawson.....		10.45	Not rep.

Why Chicago Meeting was Postponed

To the Editor of *Automobile Topics*:—To invite people from a distance to a contest, to put them to the trouble and expense of bringing their machines, only to find themselves at the journey's end confronted with a bald notice to the effect that the race is postponed on account of bad roads, is hardly polite. I call it an outrage. Yet such is the treatment we have met at the hands of an association of "gentlemen" called the Automobile Club of Chicago. It seems to me that these "gentlemen" have not the faintest notion of what an Automobile Club means, if this is how they act.

When a race is announced as open to all comers, it certainly ought to come off, no matter what may be the condition of the roads. Individual contestants who may not like the outlook, always have the option of retiring. But the race itself ought not to be postponed or abandoned, save at the dictation of a higher power, that is, by the intervention of municipal authorities refusing their sanction, as occurred in the Nice-Abbazzio contest, for instance.

I call this an outrage, and I think you will consider the term mild when I tell you the inside facts why this race has been put off. This is it.

Mr. A., one of the local great moguls, had not received his automobile. Mr. B., another great mogul, had his machine, but it wasn't quite ready. Mr. C., the third big gun, was in the same predicament. So they put their heads together, engineered a star chamber meeting of the powers, the outcome of which was this announcement to postpone.

For my own amusement I made a trip over the course last Sunday just to see what the roads looked like. Were they good? Well, I should say not. Nor is it likely, or, I should say possible, that they ever were or ever will be. Indeed, it seems to me the committee selected this road simply because it could never be anything else but bad. They had the alternative of choosing between this road to the North, or one to Crown Point, Ind., to the South. The latter is a splendid road, the greater part of it over asphalt and passing through the nearest approach to picturesque scenery to be found in this section. But, according to the secretary of the committee, Mr. Croninger, an endurance test should necessarily be over bad roads, in order "to give an idea of the strength and quality of automobiles." This is certainly a queer if somewhat original idea of a race course. But if I mistake not, the aforesaid secretary knows more about advertising than he does about roads. It would not surprise me to read the day after the race something like this:

"If the automobiles had been fitted with Messrs. So and So's tires, they certainly would have gained a blue ribbon."

Of all the humbugs!—well, it is only what might be expected from having such men at the head of affairs. I enclose my card and remain,

A MAN FROM INDIANA.

New York-Boston Reliability Run

THE Automobile Club of America will hold a 500-mile reliability run to Boston and return, starting from the club house at 58th street and Fifth avenue, New York, on Thursday morning, October 9. The route will be via Norwalk, Bridgeport, New Haven, Hartford, Springfield and Worcester, arriving in Boston on the afternoon of Saturday, October 11. Sunday will be spent

AUTOMOBILE TOPICS

in Boston, the start on the return trip being made on Monday morning, October 13, over the same route, arriving in New York on Wednesday afternoon, October 15. Each vehicle will carry an official observer, who will be provided by the club. The run will be open to all classes of self-propelled vehicles made in the United States or abroad.

Over-night controls, going and coming, are to be established at New Haven and Springfield. The contestants will rest over Sunday at Boston, and their machines will not be out of sight of the official observers during that time. The competing vehicles will be placed over night exclusively in charge of the official guards employed by the committee. The Park Square Depot, which can store 500 vehicles, if necessary, will be used for the Boston garage. Other capacious buildings will be provided for over-night storage purposes at New Haven and Springfield.

The rules as to the replacement of parts are still a matter of discussion by the committee, and will not be determined until after further consideration. The official observers will all be chosen from competent technical men.

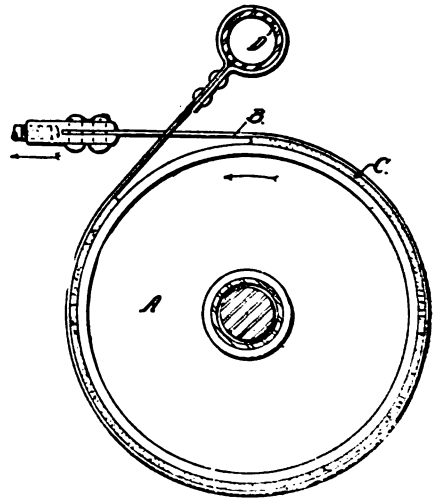
S. M. Butler, secretary of the club, went over the course this week in an automobile for a rough survey, and to attend to preliminary details.

Brakes

ONE of the most essential parts of a motor vehicle, looking from the point of view of safety, is the brake. Every well-constructed car is fitted with at least one brake of some kind, and many of the larger types of vehicles have three, and sometimes four means of checking speed.

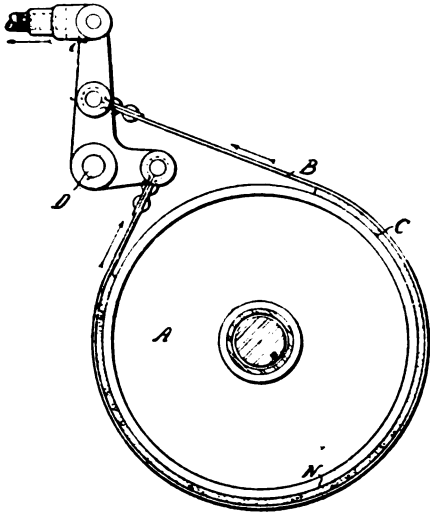
Brakes are often classified according to the part on which they are fitted, so we have tire brakes, hub brakes, differential gear brakes and motor brakes. Then again they are classified according to the means of operation and according to the construction of the brake proper. Thus they are sometimes called foot brakes, hand brakes, and shoe or block band and expanding ring brakes, respectively.

Band brakes are the kind that first appeared on our steam motor vehicles in this country. A single-acting band brake is illustrated in Figure 1. It consists of a brake drum mounted upon some moving part of the vehicle, and to this drum a friction band is applied. Sometimes metal upon metal is relied upon to provide sufficient friction, but often the band is lined with leather to increase the resistance. One end of the band is fixed to some stationary part of the vehicle. The operator's effort is applied to the other end, and the band thus drawn tight retards the motion of the drum by friction at the drum surface. When the



SINGLE-ACTING BAND BRAKE.

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DOUBLE ACTING BAND BRAKE.

the drum and upon the angle of contact. It is greater with a leather-lined brake band than with a plain steel strip brake band, and greater when the band completely encircles the drum than when it goes only part way around.

The general principle of the double-acting brakes now upon the market and for which it is claimed that they work equally well in either direction, is that instead of having one end of the band fastened to some stationary part of the vehicle, both ends are fastened to lever arms in such a way that when effort is applied to the band the point on the length thereof at the middle of the angle of contact is neutral. By this is meant that it has no tendency to move one way or the other. Figure 2 illustrates this type of brake.

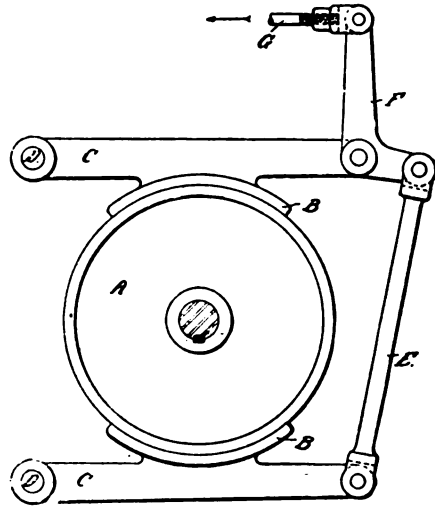
A distinctive feature of shoe or block brakes is that the operating effort is applied perpendicularly to the friction surface. As the friction parallels this surface it cannot influence the operating effort. So the shoe and block brakes are always double acting.

A tire brake is always a shoe brake. The shoes are metallic and are developed in the form of spoons with the convex side toward the tire to prevent digging into the rubber.

A form of brake closely related to the foregoing is the vein brake, in which the wheel rims are provided with brake flanges to which brake shoes are applied. In tire or rim brakes but a single shoe is usually employed on each wheel. When,

drum rotates in the direction indicated by the arrow in Figure 1, the friction between the band and the drum is in the same direction as the effort of the operator applying the check. The force of the brake is thereby automatically increased. In actual practice this direction of rotation of the brake drum always corresponds to the forward motion of the wheel.

It is plain that when the drum moves in the opposite direction, when the vehicle is backing, the friction between the band and the drum is opposed to the operating effort of the driver, and thus the band tends to unroll. Such a brake is therefore much less effective in backing than it is in going ahead. The difference in power for the two directions of motion depends on the friction coefficient between the band and



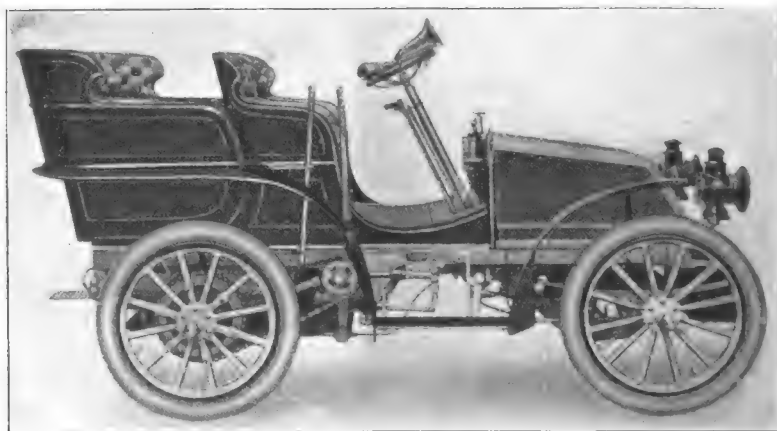
BLOCK BRAKE.

AUTOMOBILE TOPICS

however, shoe or block brakes are applied to other parts double oppositely-arranged shoes or blocks are employed. This construction avoids extra pressure on the shaft bearings due to braking, and consequently unusual wear of such bearings. Figure 3 shows this kind of a brake.

Automobiles the Only Solution

“THE time is beginning to arrive when reckoning of a gigantic character is to be had between electric street railway companies and those who employ buried piping systems for various purposes,” says the Electrical Review. “When street railway systems were first installed, there was considerable difficulty found with the return currents which rapidly ate holes in buried pipes at points where they left the piping system to return to the power house. The problem was taken up by the engineers of the various companies, and, in most cases, was solved by connecting the return system of the electric railway tightly on to the piping system at those points which showed rapid corrosion. This, of



TRE MIESSE STEAM CAR.

course, enabled the current to leave the piping system through metallic contact, and eliminated electrolytic action that formerly occurred there. This curing of the evil was only temporary. The current still remained in the pipes and traversed their length. As these pipes were buried in the surrounding earth at various degrees of conductivity, the current would not entirely stay in the pipe, but sometimes small portions of it were diverted through strata of more or less conducting powers, and particularly was this the fact around joints where the electrical conductivity of the metallic path was bad, and, as time went on, became worse, due to rust and oxides. This resulted slowly but very surely in a corrosion of the pipes which was general, and, though it took years for the result to be serious, it is beginning to be serious now. Reported damages from electrolysis are not now confined to local spots, but to entire pipe lines. As time goes on these damages

will be great in extent and more frequently reported, and the money losses involved will be so large that the matter will be taken to the courts for adjustment."

Whatever temporary expedient may be adopted to overcome this difficulty, its permanent solution will doubtless be found in a self-contained and self-propelling vehicle, independent even of rails, in other words, the automobile.

Another English Victory

AN Englishman, Charles Jarrott, on an English road machine, took the prize in the Ardennes race in Belgium this week. Second and third places were secured by Mors vehicles, driven respectively by M. Gabriel and W. K. Vanderbilt, Jr.

The course was triangular, taking in the towns of Bastogne, Longlier, Habay-la-Neuve, Martelange, and back to Bastogne. The circuit was about 53 miles, the entire course being six times around, or a total of 318 miles.

Mr. Jarrott's time for the entire distance was five hours and 53 minutes.

The contest was acknowledged to be a real automobile race, which tested the endurance of cars, tires and drivers. No halts were allowed for refreshments. The slate and granite roads were excellent, and owing to recent rain there was little dust, which had been much feared.

Baron de Crawhez was first away, the other entries starting in quick succession. After the first round of 50 miles there occurred a strange scene in Bastogne, machine after machine descending the hill and rushing over the cobbles in the narrow streets with a terrific roar.

Mr. Jarrott's win on an English machine was popular. His time was 5 hours and 53 minutes. M. Gabriel was nine minutes behind him, and Mr. W. K. Vanderbilt, Jr., was third. M. Rigolly was fourth, Count Zborowski fifth, and Mr. Heath sixth.

Baron de Crawhez, while trying to pass M. Coppee, touched his wheel, and was thrown out. The Baron picked himself up quite coolly.

This accident was very unfortunate, for M. de Crawhez won the Raczynski prize for the first automobile completing the first 60 miles of the race.

M. Jenatsky had a more serious accident. A tire burst, and his automobile was overturned, the driver being caught underneath. His face was badly cut. M. Charron had a collision, and Baron J. de Crawhez ran into a wall, flattening his car.

Mr. Jarrott said in an interview that he thought this new style of race would eventually supplant the old-fashioned style for international competition.

The Ardennes district, in which the circular automobile race was held, is admirably adapted for testing the merits of machines. The Ardennes form a vast system of hills and forests, embracing a part of Belgium, a portion of the Rhine province of Germany, and districts in Luxembourg and France. While the roads generally are very good, the gradients are of all varieties. The district is a favorite excursion ground for cyclists and automobilists.

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In the event of the English Parliament failing to legislate for the Gordon Bennett race in Great Britain or Ireland, it is more than likely that Belgium, as a neutral country, will be selected for the race. In that case the Ardennes course would almost certainly be selected.

It is suggested that owners of automobiles which are capable of illegal speed be required to file bonds as security for payment of all fines and damages for which they may be adjudged liable. This question of arrest, and the delays and hardships incident thereto, seems to be the bane of the automobilists' existence. To those of us looking on from the sidewalk, there seems to be no reason why the drivers of motors should not pay more attention to the importance of keeping within the law rather than how to violate it with the least possible inconvenience to themselves.—*Carriage Dealers' Journal*.

Sport and Utility

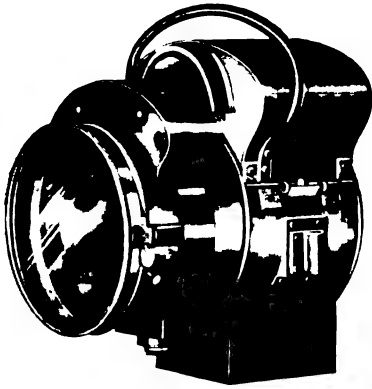
"SHOW the Way" is the expressive name given to acetylene lamps made by the Badger Brass Manufacturing Company of Kenosha, Wis. After experimenting with all the best makes of foreign and domestic gas lamps, by actual comparisons and tests made on the roads of America, on their own automobiles, the firm now offers the Phare Solar as "The Headlight de Luxe." These lamps are of the famous artillery shape, made from extra heavy gauge brass, in a complete modern plant built especially for making acetylene-gas lamps. They have independent generators with the Solar patent water feed, and one key only controls water supply and turns on and off the gas. Generators can be instantly removed for cleaning and refilling without removing the lamp from the irons. All essential parts are made in duplicate, and are removable. A feature of these lamps is that they will automatically generate enough gas for any size burner from $\frac{1}{4}$ to 1 foot cubic gas per hour. They are guaranteed to burn steadily



SOLAR LAMP.

and not to jar or blow out under any condition of speed, road or weather, and to "Show the Way" from 100 to 1,000 feet ahead. The price of these lamps ranges from \$25 to \$40. The Badger Company have also just gotten up the Solar Oil Automobile Lamps, made in pairs, the left-hand lamp being fitted with sectional green signal glass in front of lens. The lamps have double convex lens, ground and highly polished, which are a particular feature of these lamps. Height of lamp is 12 inches, without bail; depth of body, 5 inches; front, 6 inches diameter. The lamps are fitted with sockets for standard flat holders, have $1\frac{1}{2}$ -inch rear ruby jewels, removable doors, extra large oil capacity, the oil fount being easily removed for refilling; reflectors made of the finest cold-rolled silver on copper, highly polished; are of the cold-blast, central-draught, burning principle, burn kerosene, and are fitted with bails con-

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PHARE SOLAR HEADLIGHT.

venient for hand lantern to inspect machine. Price per pair in full brass, \$25; in black enamel, with nickel trimmings, and fitted with concavo-convex lens, \$15 per pair.

For small types of autos the Solar Baby Oil Lamps are made in pairs to fit either round or flat irons, finished in full brass with bails, \$7.50 per pair, or fitted with socket on back, and red glass front, to be used as a tail lamp, in full brass, \$4 each.

A fire in an automobile storage is a serious thing. Water won't quench it, and the fire department is powerless until the arrival of a chemical engine. To meet this difficulty the

Harris Auto-Fire Extinguisher provides a very practical and convenient remedy, which is always on hand. The Harris Safety Extinguisher is a cylindrical affair, with a hose and nozzle at one end. It is filled with chemicals such as the fire department uses. When not in use it stands flat in a very small space, and when suddenly called into service it is "upended," when the chemical spurts over the blazing gasolene and makes short work of the flames.

A very dainty publication is the Brougham Booklet, just issued by the Electric Vehicle Company, descriptive of the new Columbia Extension Front and Straight Front Broughams. During the past few weeks orders have been received for upward of 20 of these luxurious vehicles, the purchasers including people prominent in wealth and social position in New York, Philadelphia and Newport.

For the protection of members of the Automobile Club of America, a Register for Mechanics has been inaugurated by the club, and will contain, so far as possible, a list of eligible and reliable operators. To this end members are invited to send to the club secretary the name of their mechanic, to be entered in the register, and should they have occasion to discontinue his services for cause, they are requested to immediately notify the club secretary, which information will be considered confidential. Members are also invited to send the name of any mechanic whom they know to be a competent and trustworthy man.

Members desiring to engage mechanics can apply to the club secretary, who will furnish the names of men whose record has been investigated.

Pittsburg automobile dealers are already talking of the automobile exhibits which will be made at the Pittsburg Exposition in the fall. The exhibit to be made by the firm of Banker Bros. will be the finest line of machines ever shown in Pittsburg. The exhibit will include Peerless, Pierce, Waverley, Oldsmobile, DeDion and Toledo machines. These machines will be the latest 1903 models, and they may be received in time to place on exhibition the largest Peerless car, with a four-cylinder engine, with standing top and glass front, four speeds forward

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and reverse. This machine will have six individual seats, and will be patterned after the latest French designs.

Several Buffalo physicians who were arrested by the police for speeding their automobiles were discharged by Judge Murphy. In regard to physicians answering sick calls, he said: "I believe some judgment should be used in such cases. A moment may decide between life and death, and if the alleged offenders were permitted to go on their errands and afterward report to the police station, justice would be satiated."

The Electric Vehicle Company has sold to the New York Edison Company five Mark XXXI runabout carriages and one Mark XIX surrey. These are for the use of the company's inspectors and superintendent in New York and Brooklyn.

The use of oil on highways is steadily increasing in favor. In Moline, Ill., oil has been tried in place of water as a remedy for dust, and the results have been most satisfactory. Bourbon, Ind., is considering the idea of sprinkling the streets with oil. The dust problem there is a very serious one during the summer months, for there are no gravel beds from which to construct roads. The towns of California, which have been doing more in this line than those of any other State, are testifying to the great benefits derived from oil on the highways, by the continued use they are making of this means of laying the dust. The Board of Supervisors of Sacramento are greatly in favor of oiled roads. Three hundred to 350 barrels of oil per mile are at times necessary for the permanent packing of a sand road, but in many cases only 150 barrels need be used. The roads of California are, in most cases, of sand, and the great benefits derived from the consolidating of this sand with the oil is continually testified to by those in charge of the highways. Not only is the oil a better dust layer and a more permanent one, but it is also more economical than water, inasmuch as the roads need to be oiled but once or twice a year, while sprinkling with water must be done every little while.

An international exhibition of automobiles, similar to that held last year, will be opened at Hamburg at the beginning of October, in the Rotherbann Hall. Entry forms and particulars can be obtained from Herr Loffer, Dammkostrasse, 32, Hamburg.

The dog days. The editor of Black and White recently paid a fine of £5 at Kingston on the allegation of furiously driving an autocar, whereby a dog was killed; but, said a witness, if the deceased had stood still it would have escaped uninjured. Then the poor witness was promptly informed by the chairman that "a dog has as much right to the highway as you have." In the exercise of this alleged right, if a reckless canine decides to embrace an autocar's moving wheel the wheel is not responsible for results, says the Autocar.

[Who says motorphobia and hydrophobia are not first cousins?—ED. A. T.]

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The fifth automobile ascent, and the first this season, of Mount Washington, was made this week by R. C. Read and H. E. Clapp, of Attleboro, Mass. Their machine weighed a ton. At the two-mile post the brake did not hold, and the vehicle slipped back and stuck in soft earth. It was extricated after some delay, and proceeded. The running time was about three hours.

Henri Fournier, in an interview with the Paris correspondent of the New York Journal, confirms to the letter the lesson of the Paris-Vienna race, as drawn by *Automobile Topics*. He says:

"Now that the principal automobile races are over, I may freely say what I



AUTOMOBILE HOSE CART USED BY BRESLAU (GERMANY) FIRE DEPARTMENT.

have always thought, that the rule of the Automobile Club of France, by which manufacturers were debarred from entering cars weighing over 1,000 kilos, was a grave mistake.

"The prevailing opinion among chauffeurs is that next year, if there are to be any important races, the rule will be changed, and the weight allowed will be increased to 1,200 kilos to produce machines which will be at once swift and strong.

"One novelty which pleases me particularly, and which is likely to prove agreeable to the American patrons of automobiles, is that all the manufacturers are endeavoring for the year 1903 to turn out machines which will be noiseless, and to simplify the control and place it well at hand.

"I intend to go to New York in October with a new car which I am sure will make a sensation on account of its speed, its easy control, and its absolute noiselessness."

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Mr. Denegre has been made president of the new Automobile Club of the Beverly Shore. Among the officers and charter members are Quincy Shaw, Jr., James Proctor, Fred Prince, Harry McKean of Philadelphia, one of the three owners of the road coach "Essex;" Maxwell Norman, Jack Saltonstall and T. Dennie Boardman and his son "Reggie."

The Columbia Automobile Company has been incorporated in San Francisco by C. L. Ackerman, S. L. Naphtaly, A. E. Brooke-Ridley, John Lecchman and S. L. Ackerman. The capital stock is \$25,000. C. L. Ackerman is the president of the Equitable Gas Light Company, and other members of the company are well known in electric lighting circles.

The National Automobile and Manufacturers' Company was recently incorporated with San Francisco as the principal place of business. The incorporators are G. A. Boyer, T. A. Driscoll, W. A. Jacobs and Neal Powers, and the capital stock is \$30,000.

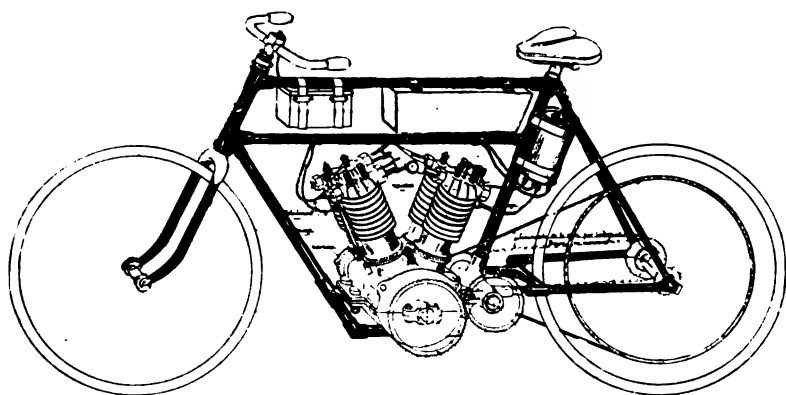
An automobile containing official dog catchers made a tour of the east side of the Morrisiana district last week. By means of an ingeniously contrived apparatus canines running at large were speedily captured and afterward transferred to a cage wagon which followed at a distance so as not to awaken suspicion among the owners of the stray curs.

George F. De Groot, a letter carrier of Morristown, N. J., discovered that a mounted carrier could not afford to use a horse, wagon and driver on the \$200 allowed by the government, and that an automobile delivery vehicle could be made to do the work and save the carrier money. Mr. De Groot therefore devised and patented a mail wagon. This wagon is divided into two parts, the front for the driver, or motorman, and the rear for the carrier. The front compartment is entered only by a door, and once the driver is inside he cannot get out until released by the carrier. The rear compartment can be opened from the outside only, and thus wagon and mail are in keeping of the carrier, and he is entirely responsible for it. The carrier's compartment is fitted with pigeon holes, stamp drawers, money boxes, etc., like a post office, so that he can lay out his route.

The first mail wagon, made for trials, etc., weighs about 800 pounds, with engines, water tanks and machinery in place. The engine is a 20-hp. gasoline motor, operated by electric spark and capable of driving the wagon 30 miles an hour on good roads. The chain gearing is so arranged that for hill climbing the gear is thrown down, allowing heavy grades to be taken very easily. The wagon has been approved by the Postmaster General for use by suburban and mounted carriers, but the department does not furnish outfits to carriers. These have to be purchased. Mr. De Groot is going to sell wagons to mounted carriers or postmasters, or any others in the mail service who want them. He says that the automobile with driver is \$200 a year cheaper than a horse and wagon with driver.

The Clement-Garrard 4-Cylinder Record Breaker

WE are able to give the following general particulars and an illustration of the special four-cylinder racing motor-bicycle made by the Clement-Garrard Co., and of which some big things in the way of high speeds are expected. Considering the power of the motor—12 hp.—it must be admitted that the design is both mechanically good and symmetrical in appearance. It will be observed that there is an intermediate shaft driven by a large gear wheel on the motor shaft, and from a pulley on the intermediate shaft a belt drives on to the rear wheel. The design of the motor has many features in common with the smaller Clement motors, notably in the valve gear. Ignition is effected from one



CLEMENT-GARRARD, 4-CYLINDER, 12 HP. RECORD BREAKING MOTOR CYCLE.

coil, having four high tension wires leading from it to the four sparking plugs. The four-way contact breaker is on the far side of the motor shaft. The accumulator is carried in a case supported near the handle-bar, and the petrol supply tank is fixed between the two horizontal tubes. No pedals are fitted, and presumably the rider starts up the machine by running along with it, and then vaulting into the saddle.

Sign Posts for Automobilists

UNDER the auspices of the Automobile Club of America, Mr. A. Ward Chamberlin, chairman of the signpost committee, has been erecting along the Hudson County Boulevard a large number of enamel iron signs, directing automobilists to the various ferries and to adjacent cities. Mr. Chamberlin is thoroughly interested in the good road question which is being discussed. He has been trying experiments for removing rocks from the highways and incidentally improving them. By using a crowbar a hole was made in the ground beside a stone and one quarter of a stick of dynamite put into it and exploded. The experiment in most cases was very successful and points to the possibility

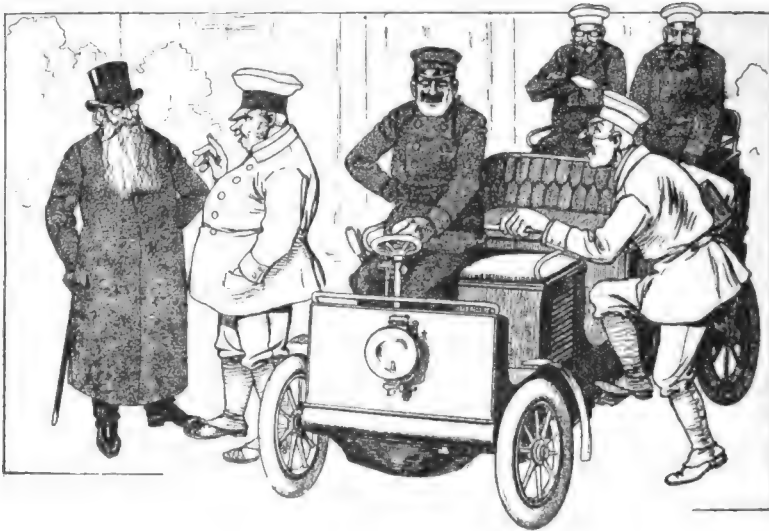
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of much improvement to the roads, if it should be generally adopted. The actual cost of the dynamite used in each case was 3 ½ cts.

The state road through Westchester County is completed as far north as Bedford Village. The county has appropriated its share to extend the state road to the county line of Peach Lake. The next session of the legislature will be in Jan. 1903. The contract will be let in April.

The road so far complete is in excellent condition for automobilists, and it is the intention of the state to extend the road from Peach Lake across the northern section to Westchester County, over to what is known as Sawmill River Valley, thence on into Tarrytown.

Mr. F. A. Wing, Master Mechanic of the Gorham Manufacturing Co., of Providence, R. I., writing of the running of his locomobile carriage, states that he has run it one hundred miles with a trifle over six gallons of naphtha and fifty-one gallons of water. This will compare very favorably with some of the runs which have been published.



"Who are all these people you are taking along?"

"One is my physician, the other my lawyer, the third is a mechanic and the fourth knows how to drive."

—Das Schnauferl.



Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

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VOL. IV. No. 17

NEW YORK, AUGUST 9, 1902

PRICE TEN CENTS

AUTOMOBILE TOPICS is published weekly by Automobile Topics, No. 29 West 42d Street, New York. Subscription price, \$4.00 a year in the United States and Canada, or in foreign countries within the Postal Union, \$6.00 (gold) in advance. Advertising rates may be had on application.

Cable address—AUTOTOPICS, NEW YORK. Copyrighted, 1902.

Telephone—4715-38th Street

Amateur-Professional Talk Should be Stopped

THE sensible decision of the Long Island Automobile Club to give prizes of cash and trophies has stirred up the animals in the ex-bicycle section of the automobile world. The fear that someone might mistake a professional for amateur driver is causing them to lose sleep. Something must be done to avert this calamity, hence they clamor, "Fer Gawd's sake, stop!"

It may be taken as a foregone conclusion that the gentlemen who have shown their common sense by adopting this rule will pay no heed to such nonsensical gabble. The automobile is already burdened enough with posthumous bantlings of the bicycle craze to leave this one to shift for itself. When the bicycle was in the zenith of its popularity as a means of sport, its career was blighted by the incursion of a lot of spindleshanked, hollow-chested, humpbacked, runaway chinned loons, whose names were boosted into unenviable notoriety, by the combined efforts of ill-advised manufacturers, aided and abetted by a venal trade press. With the assistance of a gang of shoe-string gamblers, numerous race meetings were arranged, at which youth was induced to part with its pocket money, in wagers on these alleged racers. This in turn gave rise to a desire on the part of these foolish youths to take a hand in the races themselves. Of course they were gratified. It meant additional gate money and entrance fees for the promoters of the race

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meetings, a demand for the latest pattern bicycle to the manufacturers and the gratification of seeing their names in print, which would lead to an increased circulation of the subsidized trade papers. But as these foolish boys had no chance of winning against the crooked-backed creatures of the combination, a new class was organized for their benefit. They were called amateurs. To insult them with a cash prize was not to be thought of. Besides, it would mean additional expense to the promoters. Better give them a pewter pot trophy, which they could show to their best girls as a proof of their prowess on a wheel. After a while a few of them began to see beyond their noses, or rather beyond their handle bars. Pewter pots became a drug in the bicycle market. Then ensued the disgraceful wrangle between the spindle-shanked creatures of the race promoters and the gulled amateurs. The end of it all was to kill bicycling as a sport, to ruin many manufacturers, and to consign the subsidized trade papers to a deserved oblivion.

Such a state of affairs is an impossibility in the automobile world. Anyone who has sense enough, and money enough, to buy an automobile will never lie awake nights to get his name in a paper. There are no spindle-shanked, hollow-chested parasites to the automobile industry. It has gotten along so far without them, and will continue to do so. But to compare a man who prefers a few dollars to a pewter pot to one of those human monstrosities is to talk nonsense. One might just as well talk of a comparison between King Edward, Baron Rothschild, Lord Rosebery, Mr. Whitney or Mr. Lorillard and the jockeys they engage to ride their race horses. Nobody would dream of accusing any of these gentlemen of being professional because he accepts a cash prize when his horse wins. The number of pewter pot trophies they all possess would scarcely satisfy the ambition of a single cyclist amateur. Neither is there any chance of mistaking an automobile owner for his hired chauffeur whom he pays to run his machine. This amateur-professional question is an insult to automobilism. It ought to be dropped.

L. I. Club Brighton Beach Meeting

EVERY encouragement is being received by the Long Island Automobile Club's Race Committee to believe that the Club's races at Brighton Beach Track on August 23rd. will prove all that has been anticipated—perhaps more.

It is apparent that no owner of a car which is claimed to be capable of "doing things" in the speed line can afford to stay out.

The situation demands silence as to speed from those who do not show it here, for now is the time and opportunity to settle the thousand personal contentions as to whose is the fastest car in its class as well as to show whose is the most perfect control and nerve in guidance and operation; the obstacle race giving opportunity for an exhibition of personal skill on a scale never before attempted.

This is the first automobile speed contest or track race to be held in the metropolitan district, and therefore the first time the New York public has had an opportunity to see fast machines running together in visible competition, as

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all previous events have been run off one machine at a time against the watch, and the times compared afterward, eliminating the exciting spectacles that will be the feature at this meet.

The track is beyond question the fastest on which automobile racing has ever been attempted in America, and the records made here will undoubtedly stand until faster machines of later development are tried again on the same course; so no one who cares to establish a record or beat a competitor this season can hope for another opportunity so good.

Plenty of room is afforded by the 80 feet of width for the contestants to pass in safety, which will add much to the interest, as a speedy racer cannot here be "pocketed" as has so often occurred on the smaller tracks which have heretofore been used.

Vanderbilt Makes a Record

W. K. VANDERBILT, Jr., on Tuesday broke the record for a flying mile and a flying kilometre on the road between Ablis and St. Arnault. He made a mile in 48 2-5 seconds and a kilometre in 29 2-5 seconds. The times were taken by the official timekeepers of the Automobile Club of France. The previous mile record was held by Henri Fournier, whose time was 51 1-5 seconds, and the kilometre record by Leon Serpollet, who covered the distance in 29 4-5 seconds. Mr. Vanderbilt used a Mors car.

Clubs and Associations

(Official communications from clubs, intended for publication in Automobile Topics, should reach this office not later than Wednesday morning.)

At a meeting of the Board of Governors of the Automobile Club of America, held last week, interesting reports were made on the subject of educating horses into fearlessness of automobiles. George F. Chamberlin said he had started a school at Rye, N. Y., and W. E. Buzby said he had instituted one at Highland Mills, N. Y. Requests are being received from all parts of the country for copies of the circular issued by the club telling autoists how to act in the presence of frightened horses. It was decided to establish at the club house a "Bureau of Mechanics," where the names, qualifications, references and addresses of professional mechanics and chauffeurs will be kept on file for the convenience of members. The following new members were elected: Charles W. Place, S. Hanford, William Howard Barnard, all active, and Fred M. Ayres, of Indianapolis, associate. Gen. Roy Stone and Jefferson Seligman were appointed delegates to the Associated Road Users.

Plans are being made for the organization of an automobile club in Wichita, Kas. Among those who are promoting the club are Sam Sargent, the Shollenberger Brothers and George W. Meredith. The association will institute a series

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of races, at which the machines will run as high as 40 miles an hour. Another object of the club will be to secure advantageous legislation.

"Under the present laws of Kansas, were they rightly enforced," said Mr. Meredith, "an automobilist riding across the country is subject to the same laws that govern a traction engine. Before he can cross a culvert, according to the statute, he must lay planks over it for the wheels of his vehicle to run on. He must also, if he obeys the letter of the law, warn people along the country roads so they can get their horses out of the way. While the law is not enforced, yet the automobilists do not want it hanging over them, for should their machines scare a horse, they might be held for damages, even though they were going at a moderate speed. The club will work for what it considers an equitable speed law regulating traffic on country roads, say 15 miles an hour."

From Chicago to Minneapolis on an automobile in 44 hours and 30 minutes' actual riding time is the record that Harry E. Wilcox, Ralph Wilcox and A. C. Bennett established on their trip which ended last week.

The trio started from Chicago Saturday afternoon for Kenosha, on good roads, but soon struck the mud. About half way to Milwaukee they came up with an auto from Oconomowoc stuck fast. After helping the unfortunates out of their difficulty, the two parties rode on to Milwaukee together, and despite the bad roads made excellent time.

From Milwaukee on through Wisconsin the ride assumed all the features of a traveling circus. In every town the inhabitants turned out in force to see the machine, which was the first that had been seen in many places.

At Kilbourn, the home of Mr. Bennett, the party stopped for a whole day, and went up the river on a pleasure boat. They made many other stops, often going to farm houses when caught in the rain. The weather was very unpleasant.

The only accident that happened on the long trip was the breaking of three leaves of the front springs. These were replaced at a small town in Wisconsin.

The machine is a Winton, of the low racing type, which is coming into great favor with the local patrons of the sport. It is a gasoline machine, with about 15 horse power.

An automobile and bicycle field day was held at the Belleville Fair Grounds last Sunday by the Southern Illinois Auto and Cycle Club. There was a 10-mile motorcycle race, a three-mile multicyle handicap, a five-mile automobile race, and a 25-mile motorcycle race.

The Automobile in Society

SOCIETY women throughout the country are taking more interest in automobiling than ever before in the history of this very delightful recreation.

In Minneapolis, for instance, the chief topic of discussion among the women is not speed questions, or similar problems which confront the average automobilist, but the very important topic of a name for the women automobilists. Just now they do not know exactly what to call themselves. One bright young lady asks whether or not she is a chauffeuress, chauffeurine, or just a plain everyday

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chauffeur. Among the women of that city automobiling has become something of a craze. Some two years ago Mrs. Fallis Linton began to operate an electric automobile. Her career was so interesting to her acquaintances that many other women took up the sport, and some of those who are now operating automobiles of their own are Miss Elsa Kees, Mrs. L. H. Fawkes, Miss Catherine Gedney, Mrs. William Gardner, Mrs. M. C. Miller, Miss Guy Thomas, Mrs. G. W. Frey, Miss Harriet Wagner, Misses McIver, Mesdames E. F. Osborn, L. E. Stroms, W. H. Wheeler, H. M. Loughridge, Frank Corbett, H. G. Robbins and C. E. Purdy.

The very pleasant news comes from Lenox that Mr. A. R. Shattuck has discontinued his school of instruction for horses owing to the fact that the plan has been so successful that none of the horses in Lenox are afraid of automo-



THE DUKE OF CONNAUGHT AND LORD ROBERTS AFTER CAMP INSPECTION DRIVE AWAY,
IN A ROYAL AUTOMOBILE.

biles. This very gratifying result of the efforts of Mr. Shattuck has tended to some extent to soften the very hard feelings some of the cottagers at that resort have had for the automobilists. Nevertheless, there is considerable discussion in the clubs at Lenox over this question, which, however, promises to reach a happy termination.

Miss Helen Gould, accompanied by Miss I. J. Corts and Mrs. K. F. Field, of Tarrytown, took an interesting automobile trip last week from Tarrytown to

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Roxbury in the Catskills. They were accompanied by two chauffeurs, and thoroughly enjoyed the excursion, which was made in good time, without any serious delays. The route of the trip was carefully planned, Miss Gould following the route of the New York and Buffalo endurance test from her home in Tarrytown, as far as Poughkeepsie. Here she crossed the river to the Kingston pike, up to Kingston Junction, and on to Saugerties. At this point she plunged off through a farming district rarely used for automobiles, and the advent of her big automobile created much interest among the farmers of Unionville, Lakeville, and such bustling towns as Shandaken, Pine Hill, Griffin's Corners and Arkville. Miss Gould has become very fond of the automobile and is out very often.

An automobile which creates a great deal of interest in Atlantic City is known as "Red Dragon," belonging to Mr. Frederick Radcliffe, who is spending the summer there. Recently he made a record-breaking run over to Philadelphia, the trip taking a little less than two hours.

Mr. A. J. Balfour, England's new premier, is said to be contemplating a motor car tour in Switzerland.

Automobile touring has become the popular fad of the season. Reports of tourists come from all over the East. Mr. and Mrs. R. B. Holmes, of Madison N. J., have reached the Thousand Islands, having driven their Panhard from the Albany boat landing to the St. Lawrence by way of Syracuse. W. W. Keith, of Chicago, is touring from Buffalo to Boston. Charles D. Cooke, of this city, is en route to Bar Harbor. About all the prominent American automobilists abroad this season have been reported as being on tours in different parts of the Continent.

Mrs. Ogden Armour is considered the crack chauffeuse of Chicago. She can guide her machine with a skill that many a racing motorist might envy. Automobiling is even a greater craze in the western metropolis than it is in Gotham, especially among the society women. So many of them handle the steering apparatus of their vehicles that they excite no more attention than would a woman cyclist.

Telephone and automobile dances are the latest fads among the wealthy New Yorkers who are spending the summer along the Sound. The telephone dance was inaugurated by Mrs. Henry Siegel, of Orienta Point, and is so called because the guests receive their invitations at short notice over the 'phone. This week Mrs. Siegel gave a telephone dance in honor of Miss Rosebud Sadlier and Miss Viola Bodary, at her beautiful home, Driftwood, on the Sound. About 30 young folks of Rye, Larchmont and Mamaroneck were guests. At midnight a luncheon was served in the Italian gardens. The automobile dance acquired its name because the guests come in their automobiles.

Automobiles in the Land of Pharaoh

SIR RUDOLF SLATIN, on his way from Cairo to London recently passed through Vienna, and was there interviewed on the prospects in the Soudan.

What he said is commented on at length by the semi-official Austrian organ, particularly the part of the interview dealing with the introduction of motor cars, and Austrian manufacturers are urged to send agents to Cairo. Sir Rudolf said in part: "Automobiles strongly built, and capable of carrying goods in fairly large quantities, would afford an excellent substitute for railways at a fraction of cost of the latter. Machines with a high rate of speed would not be required—strength and capacity being the chief essentials."

Mr. John E. Smith, of Buffalo, who recently returned from Palestine, says: "It may sound strange to talk about going from Dan to Beersheba by automobile, but that is exactly what I did a few weeks ago.

"It is difficult to associate that little strip of territory, so full of historic interest, with anything that is modern, for it appears to belong solely to 'B. C.' and a very few years following that era, but the twentieth century 'A. D.' has invaded it, and now the voice of the automobile is heard in the land.

"Jordan is no longer a hard road to travel if you are in an automobile, with a stock of fuel on hand, but if you happen to go down from Jerusalem to Jericho and run out of fuel, or suffer a breakdown, you are still likely to fall among thieves.

"There are now in Beirut about 500 automobiles, and the modern road has been improved for their reception, much to the delight of the traveller. I had a most enjoyable ride down the coast from Beirut, through Sidon, Tyre, Joppa, and literally as far south as Beersheba. A magnificent new highway—a perfect model—is being constructed between ancient Sidon and Beirut, and there is a good road from Haifa, on the coast, to inland Jerusalem, over which I went in a two-seated automobile of American manufacture."

Something Like a Vacation

THE recent automobile trip taken by Mr. and Mrs. P. M. Berry, of Passaic, N. J., to North Newry, Me., shows how easily space may be annihilated by means of an automobile, and what a delightful pastime those fortunate enough to have them, find in touring about the country.

Mr. and Mrs. Berry left Passaic on the 14th of July in the late afternoon and went that day as far as Larchmont, where they arrived at 6.50 p. m. Spending the night there, they left on the 15th for New Haven, via Bridgeport, reaching the former city at 6.20 p. m., having covered a distance of 60¾ miles. Leaving New Haven on the 16th, at 9.10 a. m., they went on to Hartford, through Meriden, finding very sandy roads and decidedly hard going in many places, and remained there until the morning of the 17th. Good time was made between Hartford and Springfield, where a long stop was made for dinner. Continuing their journey, Worcester was soon reached, with a day's run of 89½ miles. The rather small daily mileages are accounted for by the fact that in so many cases the

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roads were so poor that slow running was necessary. It may be said, however, even under these conditions, a run of 51 miles was made with 5 gallons of gasoline, being an average of 10.20 miles to the gallon of gasoline—a splendid record even under good conditions of road and weather. From Worcester the journey was continued through Waltham to Wakefield, arriving at which city a total distance of 274½ miles had been covered. A visit of three days was made in Wakefield, leaving on the 21st. Thence to Newburyport and Hampton, where a stop was made, on account of rain and bad roads. Hampton was left on the 22d at 7.25 a. m., and Biddeford, Me., the next stop, was reached at 2.20 p. m.

The roads on this part of the journey were in a terrible condition from rain, and were, moreover, in a state of semi-repair, but yet the automobile never failed to get along all right, although at times slowly. From Biddeford to Woodfords Corner, a run of 18 miles, was made in one hour, with a total mileage of 408 miles from Passaic.

From here Mr. and Mrs. Berry went to Portland, leaving there at 9.35 on the 25th, thence through Gray, Mechanic Falls, South Paris and Lockes Mills, making a total day's run of 63¾ miles over very ordinary roads. Leaving Lockes Mills at 7.20, they reached Poplar Tavern, North Newry, Me., their destination, at 8.10, having made a total mileage of 548 miles.

Mr. Berry writes that in spite of the bad roads, rain and mud which they encountered the trip was a most delightful one in every way, and that touring in an automobile is an ideal way of spending one's vacation, and advises every one to go and do likewise. The running time averaged 13 miles per hour, which is high, considering the condition of the roads and weather, which for a great deal of the time prevented the car being run at a speed greater than four or five miles an hour. Mr. Berry is most enthusiastic in his statement of the fine qualities of the Prescott Steam Car, which he says did not fail him in a single instance, no matter how bad the conditions, and that up hill and down, on good roads or in the sand or mud, he was always able to keep 205 pounds of steam. The car, when Mr. Berry arrived at the end of his journey, was in fine condition, and nothing was expended on the road except for gasoline and a few minor repairs.

Mr. Berry is an accomplished and enthusiastic automobilist, and intends to return to Passaic on his steam car at the end of the summer.

Young McConnell's Great Ride

JAMES R. McCONNELL, the fifteen-year-old son of S. P. McConnell, of the Fuller Construction Company, reached Chicago last week after an automobile trip covering 1,174 miles. He started from New York June 28 and arrived in Chicago July 30, but his actual running time was only 11 days, 1½ hours. In describing his trip, the young automobilist said:

We started from New York on June 28. I was at the Morristown school and my father gave me the machine. I wanted to do something with it and had about two months to spare.

I had never taken a trip of more than fifty miles. My mother and sister were

AUTOMOBILE TOPICS

coming West to visit, and I thought it would be great fun to come out in the automobile.

I wanted to get the machine through, as it would be the second one to accomplish the trip, and the first light weight gasoline machine to make the journey.

I had the machine overhauled when I came from school. I first ran down to Atlantic City for a test and then started for Chicago with my friend, George Garrett, who was working for the Oldsmobile Company.

People laughed at me when I told them what I was going to do. That made me mad, and I was bound to get through then by hook or crook.

The first day out we made fifty-five miles to Nelson Hill, said to be the biggest hill on the route. I don't believe it is the highest, however.

We broke our fiber gear on the hill and put in a bronze gear that we carried with us.

We stayed at a farmhouse that night and the next day ran in the rain just a little way to Cold Springs. The next was the longest run that we had made yet, about eighty miles.

From there to Albany we encountered the worst roads that we found anywhere on the trip. Our motor became heated and there was a "pound" in it.

We worked until 12 o'clock that night, putting in a new gasket, and started on the next afternoon. We ran forty-six miles under good conditions.

Then we made Little Falls. There were bad roads all the way from Fonda to Little Falls.

The next day we pulled into Utica. The mud was almost up to the axle, and but for the towpath along the Erie Canal I think we would never have made it. As we ran up the incline to the towpath we cut the pin in the differential gear.

We had to be towed two miles into Utica. That was the only time on the trip we were towed. When we had the machine fixed up I started to run it on the floor of the Remington shops and broke a gear. Then we had to wait about a week for a new gear.

We finally got away and ran to Syracuse. We left there and made Rochester. Our record was nine hours in running 100 miles.

We went to Buffalo the next day and had put on a new rear axle. From there we went to Northeast Pennsylvania, just half way to Chicago. It seems to me now that it was about one-fifth of the way.

The next night we got to Madison, O. From Utica to Cleveland we found good roads. We stayed in Cleveland four hours, putting in new batteries. At Elyria it cost us 30 cents for lodging, breakfast and dinner for two at a farmhouse.

We had to wait at Milan for a tire that we had telegraphed for. On July 20 we made Toledo, 63 miles, in eight hours. After two days we ran to Swanton, 27 miles. From there our route was through Kendallville, Goshen, La Porte and South Bend. We had trouble with our tires, and made several stops for repairs.

From Valparaiso to Chicago the roads are all gravel. But from South Chicago we had to follow the railroad tracks. Nobody seemed able to direct us, and we had to feel our way.

Once a farmer's team ran through a fence, and another tipped a wagon over.

AUTOMOBILE TOPICS

Another team backed off the road and broke the harness. We paid the man a dollar.

I shall not try to go back in the machine. It takes too much time, and my vacation is nearly gone. I am preparing for Yale.

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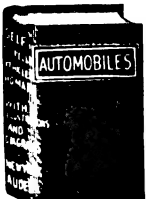
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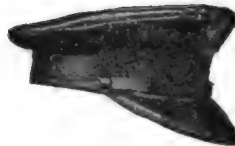
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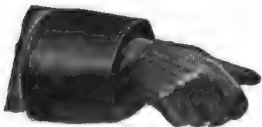
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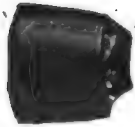
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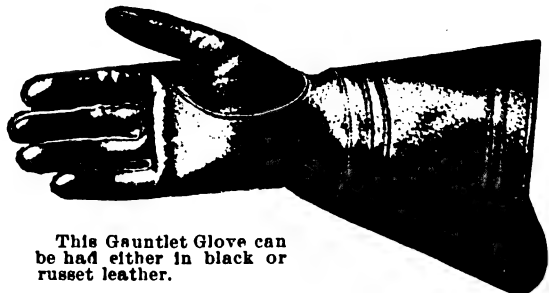
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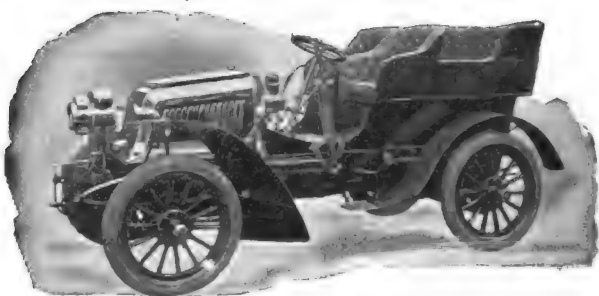
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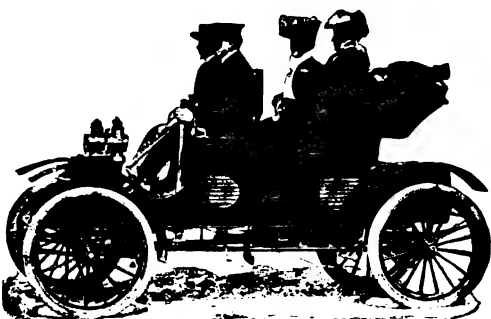
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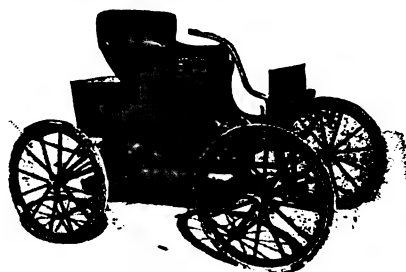
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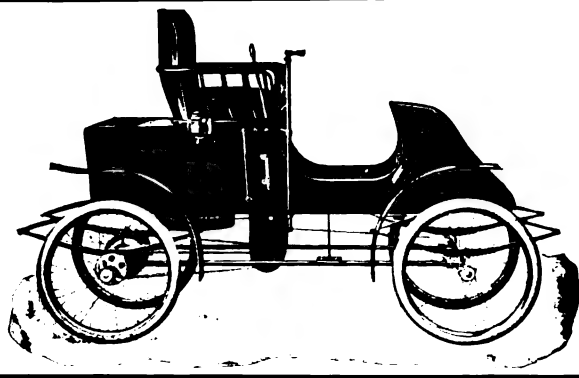


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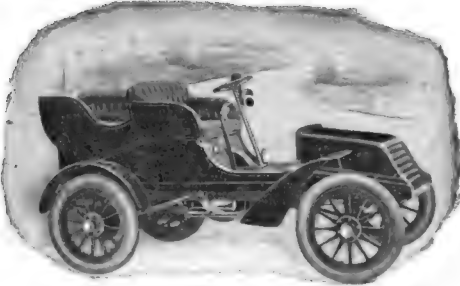
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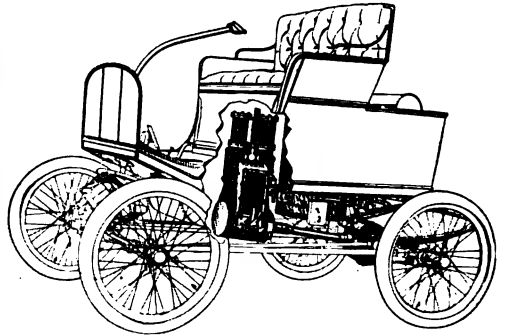
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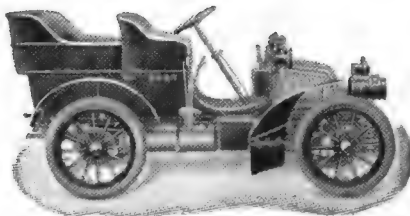
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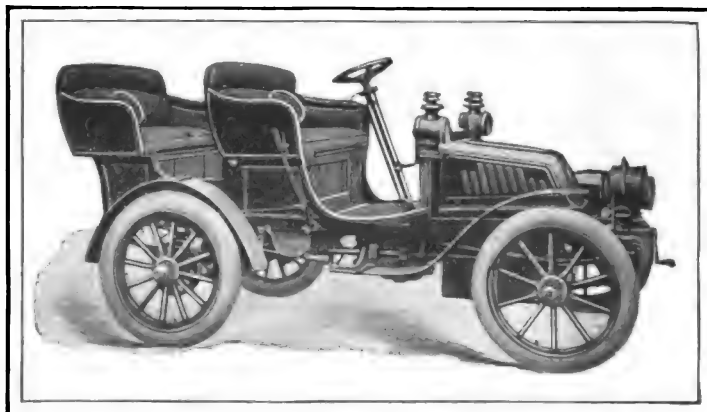
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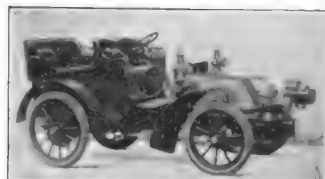
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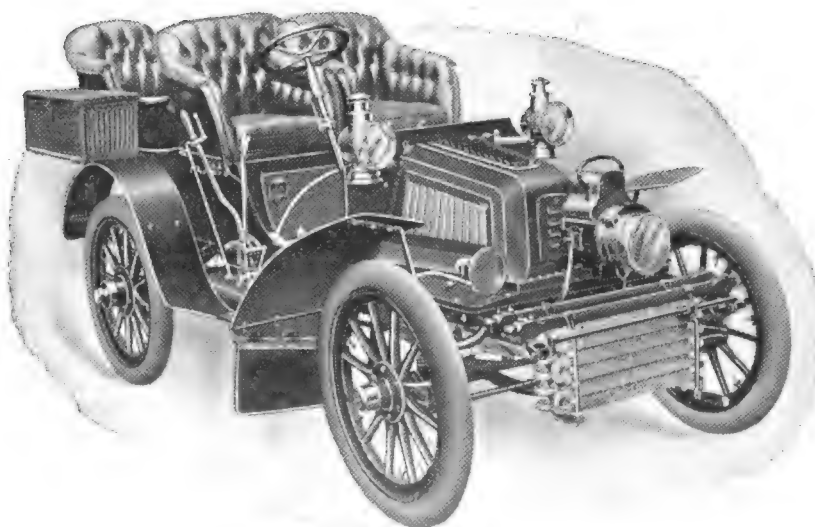
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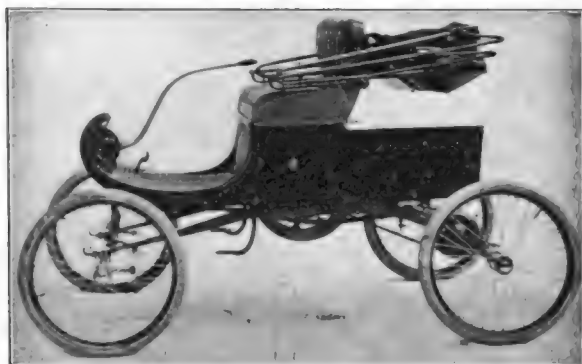
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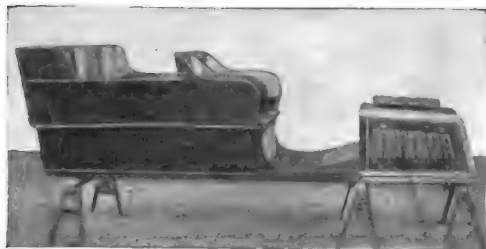
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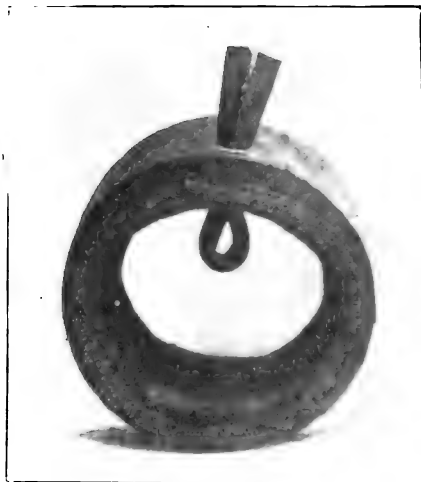
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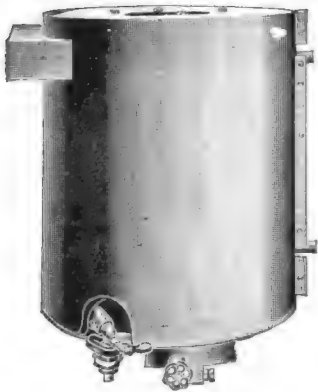
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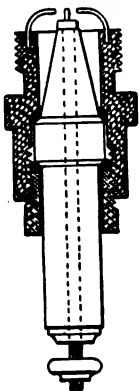
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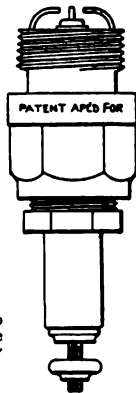


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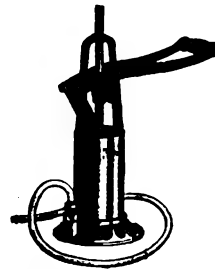
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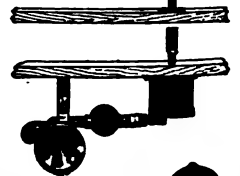
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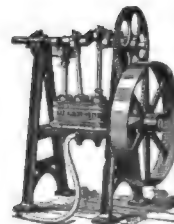
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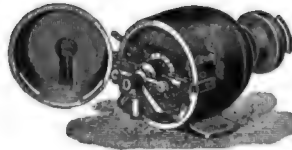
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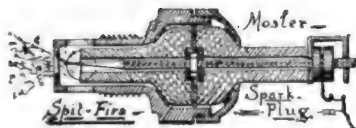
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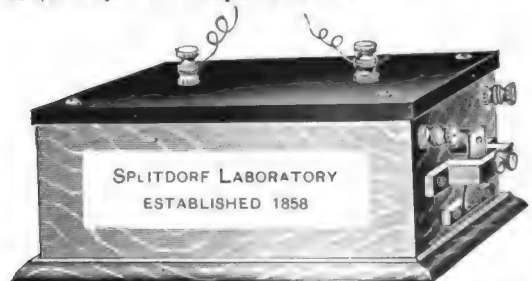


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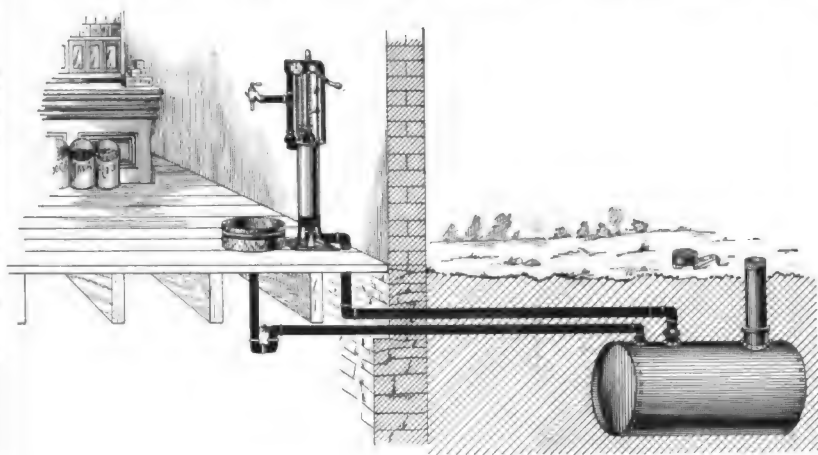
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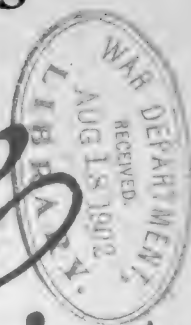
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No. 18

Results of the Chicago Contest

THE Chicago 100-mile endurance test has come and gone. Whether it was a case of a mountain in labor bringing forth a "ridiklus muss" or whether the affair was a complete and glorious success depend of course on the point of view. The blue ribbon winners will naturally regard it in the latter light, while those who were not so fortunate, or those who stayed away altogether may be inclined to consider it as of no consequence. As to its practical value to the automobile industry, perhaps the best thing to be said about it is the fact that it served as a means of proving to the world at large what every automobilist already knows, namely, that as a specimen of consummate idiot the Chicago brand of motorphobic has no equal on earth. The climatic and social conditions which can evolve such a human freak as the Mayor of Glencoe, with his steel cable automobile catcher, or such a combination of idiocy as the gong-at-street-crossings ordinance are fortunately very rare indeed. It is a matter of congratulation, however, that nature, which usually provides a handy remedy for nature's ills, has stirred up a Van Vlissengen to do battle with the North Side Jack in office. If the Chicago Automobile Club had a few more Van Vlissengens among its members the scandalous scenes witnessed along Sheridan road, which have made Chicago the laughing stock of the automobiling world, had never taken place. It is to be hoped that this club will not miss the opportunity to uphold Mr. Van Vlissengen in his fight for justice, and that when he has succeeded in squelching the pestiferous Mayor of Glencoe, he may turn his attention to the motorphobics in the City Hall.

As to the contest itself, it is at least an open question whether an endurance test of 100 miles is either useful, profitable or popular among automobilists who use their machines solely for recreation. Such a test can hardly be considered a means of proving the utility of a machine. Any first-class automobile should be capable of making 100 miles without stoppage, hence the outcome of such contests carry no conviction as to merit in the mind of a possible purchaser. To make 100 miles in $6\frac{1}{4}$ hours is no great feat anyway. For years bicycles have done the distance in five hours or less, and to expect a man to invest a round sum of money

AUTOMOBILE TOPICS

in a machine which can do a journey within an hour or so of a machine costing one-twentieth the price is absurd. The suggestion of a contest being popular among automobilists, who love the machine for the sport derived from it, will hardly bear examination. Fifteen miles an hour along a country road—supposedly protected for the purpose of a contest—is hardly what may be called an exciting affair. Certainly such a funereal procession will hardly develop an American Fournier or Renault. Nor, on the other hand, will such a demonstration tend to build up the industry in America as it has been built up in France, which, after all, is the only possible excuse for such races. With a real big race, say of 300 or 400 miles, where the machines are driven at full speed, the case is different. After the Paris-Amsterdam race, for instance, the increased demand for French machines was over eight million francs. The Paris-Berlin event brought over twelve millions of francs in new orders, and it is on record that the recent Paris-Vienna race resulted in no less than twenty million francs of new business in the three days following the event. There are no figures available to show what effect the Chicago test has had upon the American industry, but if the result shows anything like a proportionate fraction of that which accrued to the participants in the Paris-Vienna race, it would be surprisingly good news indeed.

Motorphobic Mayor Strikes a Snag

THAT egregious individual Mayor Dennis, of Glencoe, Ill., is likely to meet with well-deserved trouble. Ever since he attempted the smart Alexander trick of stringing a cable across the Sheridan road for the purpose of catching automobiles, no matter what their speed, he has grown several inches in his own importance. When someone whispered to him that Mayor Carter Harrison, of Chicago, rode occasionally in an automobile, the bumptious little village mayor began to "see things." Visions of untold wealth rolling into the village coffers as the ransom of Chicago's mayor were the least of his imaginings. The wild dreams of twelve-year-old Dare-Devil Dennis, the boy pirate, Indian scout, detective sleuth and reckless rover, were as nothing compared to the pictures of future greatness which filled the mind of the elder Dennis, ensconced behind his steel cable in the fastnesses of Glencoe. Wayfarers on red devils, blue devils and yellow devils were all fish to his net. All had to face the wrathful mayor of Glencoe—and settle.

All—except Peter Van Vlissingen, a Chicago banker, whose name indicates his Knickerbocker descent. When the bumptious Dennis ran his cable across Sheridan road in front of Mr. Van Vlissingen's automobile, the automobile stopped of course. But when the usual demand to stand and deliver was made, Mr. Van Vlissingen had something to say on his own account. Bearding the pot lion of Glencoe in his den, the office of a placable magistrate, whose edict was usually required to make good the demands of the bucolic mayor, Mr. Van Vlissingen, after the manner of his Dutch ancestors to the Spanish troopers, refused point blank to do any such thing. In the face of such a refusal, Mayor Dennis lay down as meek as a lamb. It was a mistake, of course. Mr. Van Vlissingen might go his way and take his automobile, too, and if he would say no more about it, why, all right.

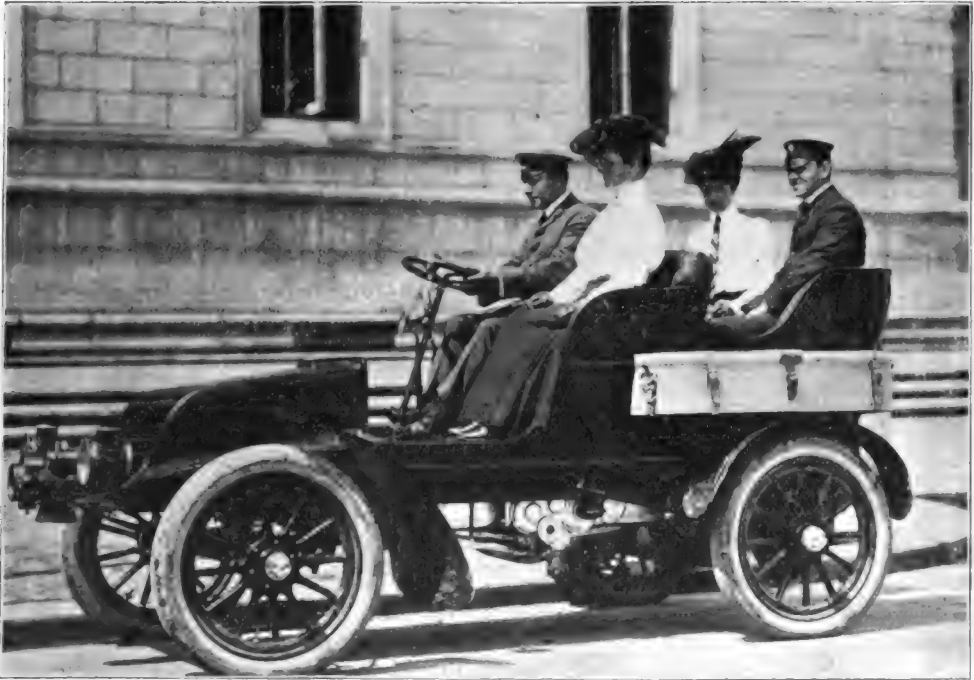
AUTOMOBILE TOPICS

But Mr. Van Vlissingen did not propose to let the matter drop, not for a hundred mayors of Glencoe or a whole Atlantic cable of obstructions. Returning to Chicago he promptly filed a damage suit for \$2,000 against one of Mayor Dennis' constables who made the arrest. And when the suit comes for trial, Mayor Dennis, who claims "he can tell to a second the speed of any vehicle," may exercise his guessing powers to discover how much of the ill-gotten spoil he will have to disgorge to pay for his fun on the road.

Over Europe in a Winton Touring Car

MR. and Mrs. H. D. Corey, of Newton, Mass., Miss Gertrude Going, of Brookline, Mass., and Harry Fosdick, of Boston, are about to make an extended automobile trip through Germany, Switzerland and France in an automobile of American construction.

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in the working parts of the vehicle. Specially designed baskets have been attached to each side of the car, however, and a large one placed over the bonnet forward. These will be used to carry the extra clothing and other necessary articles.

Knowing the way foreign manufacturers look upon American machines, Mr.

AUTOMOBILE TOPICS

Corey and Mr. Fosdick will go fully equipped for almost every exigency. Beneath the tonneau of the carriage has been constructed a large tool box, which will carry extra parts, lubricating oil, gasoline and extra inner tubes for tires. There are two ordinary headlights, and one powerful acetylene light, the latter being capable of throwing a light over 100 feet. An extra brake has been fitted to the machine in order to make it comply with the requirements of the French automobile law.

The idea of taking their own machine with them on such a trip as this is rather an original one, as the majority of Americans touring abroad secure machines of foreign construction upon their arrival there. Mr. Corey, however, is such a firm believer in American automobiles that he is confident his car will



THE WINTON "BULLET."

give a good account of itself, and prove equal to the test, especially since it has, under local conditions, held its own with the various French and German machines to be found in the eastern part of Massachusetts during the past two months.

After the poor showing made by the French cars in the Paris-Vienna race, especially on Swiss and Austrian roads, the progress of the Winton car will naturally be closely watched by European automobilists.

The party left Boston Tuesday afternoon, driving the car to Providence. There a boat was taken for New York, and the next day the machine was sent aboard the new steamer, *Grosser Kurfurst*, the party sailing for Bremen on Thursday morning. The party will disembark at Bremen on August 24, after touching at Southampton and Cherbourg, and then will commence the overland

AUTOMOBILE TOPICS

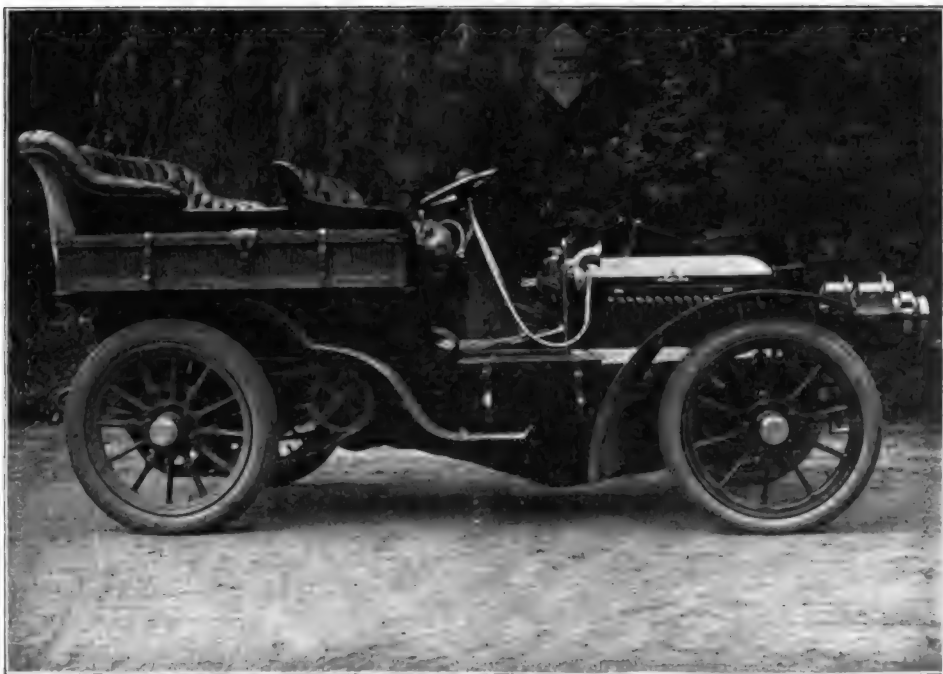
trip. Visits will be made to the leading French and German manufacturers of automobiles.

Mr. and Mrs. Corey took this trip some three years ago on their bicycles, but were so pleased with their touring car that a change was decided upon.

Both Mr. Corey and Mr. Fosdick are capable chauffeurs, especially the latter, who is recognized as one of the best amateur drivers in the country. He knows every part of his machine. In a certain sense this trip is a test of the machine under conditions different from those existing in this country, and the result will be watched with interest by amateur and professional alike.

Mr. Rainey Buys Rothschild's 40 Hp. Panhard

BARON DE ROTHSCILD'S 40-hp. Panhard, recently purchased by Mr. Roy A. Rainey, of the Oldsmobile Company, arrived in New York a few days ago. This splendid vehicle, of which a picture is given herewith, is fitted with an aluminum body of the King of Belgium pattern, and weighs 2,800



BARON ROTHSCILD'S 40 H. P. PANHARD. BOUGHT BY ROY A. RAINEY.

pounds. It is painted a dark blue, with red stripes, and is finished in nickel. The tonneau is very roomy, having an extra high back, that permits the passengers to look over the heads of those occupying the front seat. A light racing

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body came over with the car. The motor is of the four-cylinder Centaur type. It has one of the new style multiple coil radiators that is new to this country. The tires are of special design, with a wire tread, that makes puncturing almost impossible. The tread is flat, and fully protected, while the resiliency of the walls is not affected in any way.

This machine was built especially for Baron de Rothschild, and has won some important races abroad. As all 40-hp. Panhards must travel a mile in 56 seconds before they are marketed, and as Mr. Rainey has had some changes made in the general construction of the Rothschild car, it is confidently expected that the new arrival will bring about some changes in the record slate.

While no such exorbitant price as at first reported was paid for the machine by Mr. Rainey, it is acknowledged to be one of the most expensive ever imported. The car may be given a trial at the Brighton Beach meet of the Long Island Automobile Club.

Kenneth A. Skinner Returns Home

KENNETH A. SKINNER was among the passengers on the St. Paul on its trip from Southampton last week. Besides a bushel of new ideas picked up around automobile centers in London and Paris, Mr. Skinner brought with him a still more valuable souvenir in the shape of a document, which reads:

"This is to certify that Mr. Kenneth A. Skinner has the exclusive right to sell our automobiles, motors and accessories in the United States of America.

(Signed) DE DION BOUTON & Co.

Puteaux, France, August 1, 1902.

The Skinner storage and salesroom, known as the Back Bay Auto Station, is located at 179 Clarendon street, near Boylston street, in the rear of the Brunswick Hotel, Boston. The premises occupy 150x80 feet, and are fully equipped with repair shop, etc. A full line of De Dion autos, motors and parts are carried.

At the forthcoming Automobile Exhibition in Madison Square next January, will be shown the complete original exhibit of the French company as exhibited last December in the Grand Palace of the Champs Elysees. In February the same exhibit will be on view in Chicago.

The De Dion people are naturally elated at the fact that the Renault machine which won the Paris-Vienna race was equipped with four 8-hp. De Dion motors. Since the race the firm have built shaft-driven autos instead of chain-driven. Later, in the Ardennes race, a De Dion 9-hp. voiturette was first. In the recent London-Glasgow two days' endurance test (about 500 miles by road) a De Dion 8-hp. light tonneau got the first prize.

Speaking of his observations abroad, Mr. Skinner said he had noticed a great change in Paris since his former visit. Where formerly the tendency seemed to be to see who could get the biggest machine, now it was all the other way. Light vehicles were used twelve to one, as compared with bigger machines. He saw very few over 12 or 15 horse power, while the great majority were of 8 or 9

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horse power. Mr. Skinner thoroughly agreed with the views expressed in *Automobile Topics* as to the reason of the poor showing made by French vehicles in that race, namely, trying to crowd too much power on to a light machine.

Of novelties in construction which he had noticed, Mr. Skinner was mostly struck with the insulating plate of the sparking device on the new motors. These are of a metal composition instead of ivory, as formerly, the new construction being considered more desirable, as it avoids breakages.

New 16 Hp. Toledo Gasolene Touring Car

THE new 16-hp. Toledo Touring car, made by the International Motor Car Co., is equipped with a motor of the three-cylinder vertical type $4\frac{1}{4} \times 5\frac{1}{4}$ each. Cranks are set at 120 degrees. The power is conveyed through a fly-wheel clutch of $16\frac{1}{2}$ inches diameter to the primary shaft of the transmission gear, which is equipped with the necessary sliding gears to permit three forward speeds. The reverse is effected through an intermediate pinion interposed at will between the first speed gears, thus reversing the direction of rotation of the secondary shaft. This shaft transmits the power by bevel gearing to the spur differential carried on the cross counter shaft.

The counter shaft is provided with two long bronze bearings attached to the

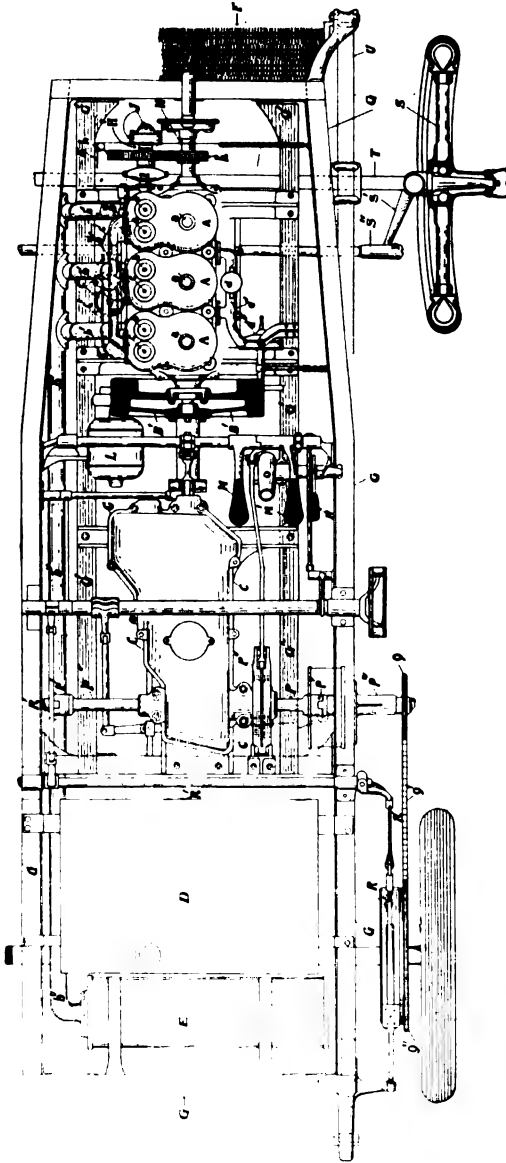


TOLEDO 16 HP. GASOLENE TOURING CAR, MADE BY INTERNATIONAL MOTOR CO.

frame of the vehicle and a 16-toothed sprocket is carried at each of its extremes. The counter shaft is provided with universal joints to compensate for any alteration of alignment due to road stress, etc. Five-eighths-inch roller driving chains of $1\frac{1}{4}$ -inch pitch carry the power to two $16\frac{1}{2}$ -inch 40-toothed sprockets bolted to the spokes of the driving wheels. The driving sprockets are also provided with $1\frac{3}{4}$ -inch brake drums, the band brakes being actuated by the outside hand lever.

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The speed of the motor is controlled by a throttle governor attached to the inside face of the cam shaft gear. A hand lever controlling the spark lead is also provided and conveniently located above the steering wheel. A large float feed



16 HP. TOLEDO TOURING CAR—DETAILS OF CHASSIS.

Index to Reference Marks on Diagrams.—Figs. 1 and 2: A-A-A, engine; B, flywheel forming clutch member; B', movable clutch member; C, transmission gear case; D, water tank (gasolene tank not shown in Fig. 1); E, muffler; F, radiator in part; G-G-G G-G-G, ash frame interlined and reinforced with steel; G'-G'-G'-G', steel sub-frame carrying engine and transmission; a-a-a, ignition plugs; b-b-b, exhaust valves; b'-b'-b', exhaust tubes; b'', exhaust pipe to muffler; c-c-c, inlet valves; c'-c'-c', inlet tubes; c'', vaporizer; d, water funnel; d', water pump connections; d'', water pump; d''', cylinder head water connecting tube; H, engine shaft; H', engine cam shaft; h, pinion meshing with cam shaft gear; h', cam shaft gear; I, governor throttling vaporizer; J, contact breaker and case; K, wire to hand lever for altering lead of spark; L, dynamo; M, clutch pedal; M', clutch and counter-

carburettor supplies the cylinders through an ample three-way induction pipe. A branched exhaust pipe conveys the exhaust gases to a large cylindrical muffler placed at the rear of the car.

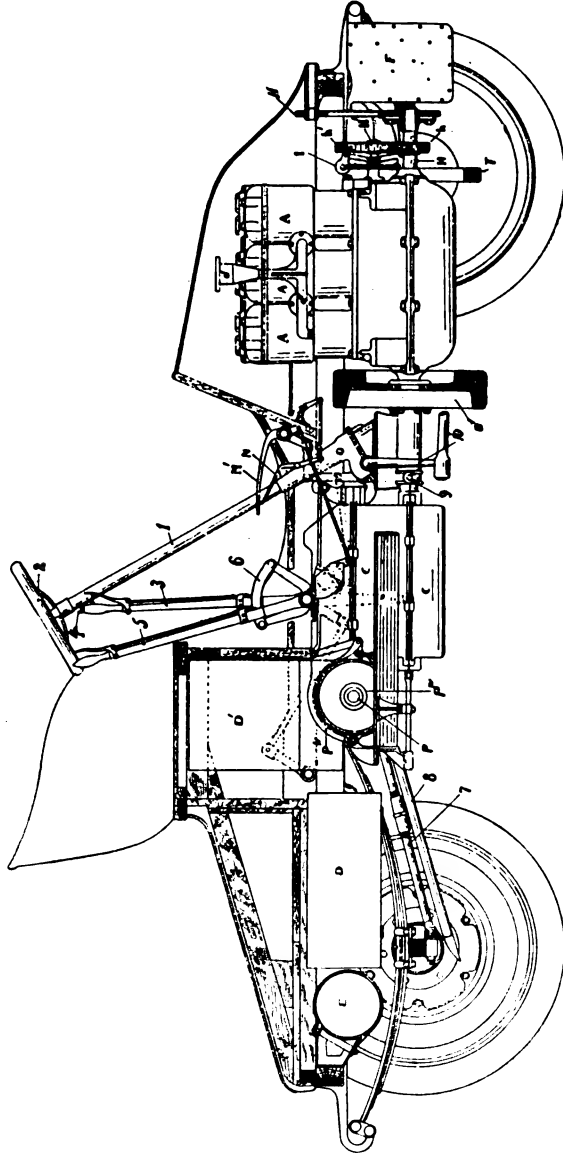
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The main vehicle frame is of ash interlined with steel flitch plates re-inforced at the corners by forged angle pieces elongated to form spring carrying horns.

Reverting to the governed throttle, when advancing the spark to increase the

shaft brake pedal; N, throttle lever; O, steering post bushing and bracket; P, countershaft; P'-P', countershaft universal joints; P'', countershaft band brake; P''', countershaft exterior bearing; Q, countershaft sprocket; Q', right-hand driving chain; Q'', right driving-wheel sprocket attached to spokes of wheel; R, driving-wheel band brake operated by hand lever; R', brake connections to hand operating lever 5; S, right-hand front wheel; S', steering knuckle; S'', steering link; T, front axle; U, right-hand front spring.

Fig. 2: 1, steering post; 2, steering wheel; 3, change-speed lever (three forward and reverse); 4, reverse control button; 5, brake lever, operating on large hub brake drums (this lever also releases clutch); 6, locking sector; 7, adjustable distance rod (one on each side); 8, spring; 9, clutch drawing fork; 10-10, steering connecting levers; 11, starting sprocket.



16 HP. TOLEDO TOURING CAR—SECTIONAL VIEW.

speed above that permitted by the governor, the action of the latter mechanism is suppressed by means of a small foot pedal; thus, if pressure on the pedal is maintained, the speed of the motor is entirely at the command of the operator

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through the medium of the hand-operated spark lever. The advantage of this arrangement is appreciated when driving through traffic, as the speed of the car may be reduced from maximum to well under 10 miles an hour without shifting the gears.

The International Motor Car Company is now prepared to accept orders for 'Toledo' steam carriages equipped with kerosene burners. For many months this company has been conducting exhaustive experiments with the object of perfecting a satisfactory burner of this type. The most serious difficulty has been to overcome the noise caused by the rapidly vaporizing oil, and the offensive odor accompanying its combustion. The introduction of a proper vaporizing coil and nozzle has overcome these two difficulties, and the arrangement, as now fitted, is said to be noiseless in operation and good combustion prevents all objectionable odors being emitted. It has, of course, long been recognized that a satisfactory kerosene burner would go far towards solving the difficulties common to steam vehicles, and in particular the disadvantage of large fuel consumption. A theoretical advantage is that of safety, but accidents to steam vehicles seem to be no more frequent than to those of other types, so the principal improvements are due to reduced operating expenses and to the increased facility with which kerosene may be procured.

The feature of economy is an important one. The International Motor Car Company advises us that 'Toledo' steam carriages fitted with the new kerosene burners will travel 100 miles on nine gallons of fuel. The required air pressure is much less than when gasoline is used for fuel—30 pounds pressure being ample for perfect combustion.

An interesting feature is the announcement by the International Company that 'Toledo' steam carriages will be fitted if desired with kerosene burners at no additional cost to the purchaser.

Elmore General Service Car

A LIGHT motor carriage of sufficient weight and power to meet the road conditions of both city and country, and yet light enough to meet the demand for a popular-priced automobile, is the Elmore, made by the Elmore Manufacturing Company, of Clyde, Ohio.

Elmore vehicles of the latest model are equipped with a double cylinder, vertical, water-cooled engine, each cylinder being 4x4, and developing five horse power at 600 revolutions per minute. Two flywheels are also a part of the equipment, and, together with the two cylinders, they insure great steadiness of motion to the carriage. The lubrication is by one oil cup on each engine, operated by lever outside the carriage.

All outside bearings have grease cups, and are said to require attention but once a day.

Transmission is by chain to a countershaft, on which are placed the encased gears for increasing the power of the motor. Each carriage is provided with three speeds ahead and a reverse. On the high speed no gears are used, the carriage having a smooth running motion.

Control of the vehicle when on the high speed is obtained by a throttle,

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which the makers claim can be likened only to a steam throttle, because of its quick and effective action.

A generator valve is used to supply gas to the engine, as it is said to add materially to the ease with which the vehicle is handled.

Ignition is by the dynamo-storage-battery plan. That is, the battery is used to start the engine, and then by the use of a double-pole switch the source of current is changed from the battery to the dynamo. The dynamo, engine and battery are so wired that either the battery or the dynamo can be used for starting or running the engine. By use of the charging switch the battery can be charged



ELMORE GENERAL SERVICE CAR.

from the dynamo while the carriage is running. The Elmore Company claims that their ignition system is especially valuable because the means of generating an electric current are always available.

Elmore carriages are fitted with a horizontal steering lever, with the geared speed control on the vertical shaft. Twenty miles an hour is the speed limit of the vehicle, while the weight, 1,000 pounds, the makers claim, insures durability without encroaching on the power of the engine.

A Brown-Sharpe pump is used to keep the water moving from the engine jackets to a copper radiator, under and in front of the carriage.

A double-acting brake is part of the equipment, and acts on the drum enclosing the differential gear on the rear axle. It is claimed that this gear will hold effectively in either direction.

So far as the running gear and other standard parts of these carriages go, the Elmore Company claim that they cannot be bettered. In quality the vehicles are, as a whole, claimed to be among the first in the ranks of the product of the progressive firms now making motor cars.

First C. G. V. Car Made in America

THE first of the new Charron, Girardot & Voigt automobiles to be constructed in this country was delivered at the garage of Smith & Mabley this week. It is made completely in accordance with the plans and specifications of the French patentees. These automobiles, which are built in the factory of the Rome Locomotive Works, at Rome, N. Y., are equipped with four-cylinder motors, developing 15 horse power, and having a speed capacity of about 40 miles an hour. They will sell for \$5,500.

Every tool employed in the making of its parts is of American manufacture, and the workmen at the Rome factory have thus the advantage over their French confreres of immediate employment of every new improvement. The completed C., G. & V. vehicle is fitted with an aluminum body, also made in America, so that no part of it, from the simplest bolt to the motor, is the product of other than the American workshop.

The body is of the tonneau type, deep green in color, and relieved by highly polished brass trimmings, the scheme of brass relief moldings being employed on the motor hood. The interior of the body is upholstered in tufted leather, and every improvement in the arrangement and hanging of seats has been employed. A photograph of this car is shown in the frontispiece of this issue.

The popularity which is promised for the American-made C., G. & V., is evidenced by the fact that among those who have ordered automobiles of this make, are Mr. W. Osgood Field, Mr. Philip Lydig, Mr. William C. Runyon, and Mr. Fleischmann.

Among owners of Charron, Girardot & Voigt machines in Europe are Edmond Blanc, Prince Bariatuisky, Prince de Lucigne, Prince Murat, Count de Bertier, Count J. de Ganay, Count Ste.-Aldegonde, Count de Penha-Longa, Count de Bire, Marquis de Manville-Bianchi, Count de Villerov, Prince Orloff and Duke d'Uzes.

The Automobile in Society

(Automobilists on tour are invited to send descriptions of incidents of their trip, as well as photos of interesting road bits for reproduction in Automobile Topics.—Ed. A. T.)

The marriage of Miss May Kable, the daughter of Mr. and Mrs. Martin Kable, and Mr. Arthur Leon Banker took place last week, at the home of the bride, Sheridan avenue, Pittsburg. Mr. and Mrs. Banker left that evening for an extended eastern tour. They are taking their honeymoon trip in an automobile. Accompanied by Mr. George Banker and a party of Pittsburg friends, the bride and groom left Philadelphia in Peerless motor cars, going by way of Camden to New York. After a few days the party go to Atlantic City for eight days. The trip may extend to Montreal, Canada.

The use of the motor car in connection with the matrimonial alliances of our great families is increasing rapidly, says the Autocar, and during the present season several automobiles have been engaged in driving the newly-married

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couples to the station on their honeymoon trips. On Saturday last Earl Beauchamp and Lady Lettice Grosvenor were married at Eccleston, near Chester, and later in the day the Duke of Westminster drove several of the wedding guests, including Dr. Gore, Bishop of Worcester, to the station in his motor car. This was frequently in requisition during the afternoon, and proved useful in expediting the work of conveying the guests to the station.

Mr. A. P. Shumacher, of Pittsburg, recently made an interesting trip from that city to Atlantic City. Armed with a camera, he took a few snap shots en



MR. A. P. SHUMACHER EN ROUTE TO ATLANTIC CITY.

route, which, by the courtesy of the Pittsburg Index, are reproduced in this issue.

It is not often that a queen is lost, but this has just happened to the Queen Mother of Italy, says the Pall Mall Gazette. Queen Margherita was, in the beginning, much against the motor car, and would not hear of entering one. One day, however, she allowed herself to be persuaded by her son to go for a spin with him, and has since caught the fever in its worst form.

The other day she, the chauffeur, and a lady and gentleman in waiting, started early in the morning, intending to return for late lunch. One, two, three

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passed with no sign of them; four and five, with still complete silence, until those in the palace could not contain their anxiety, and determined to take measures. Then followed a wild confusion of ringing of telephones, trampling of flying horses, dispatch of servants, carabineers and police agents in every direction. At first nothing could be heard of the lost motor car, until a carabineer, about 7 P. M., came upon a car which he thought he knew in a tiny village, and which investigation showed to be the one he was in search of. A little further on he found a tiny inn, and looking through the vines into the garden, saw Her Majesty and the others, seated tranquilly at a table having an *al fresco* meal, which appeared to be much to their taste, while the excited peasant landlady hovered in the background, her knees showing an inclination to kneel every time the Queen looked at her.

It seems that the car had broken down some little distance from the village, and could not be mended quickly with the means at hand. Telephones were unknown there, so the party had philosophically made the best of it, the Queen exclaiming when she left: "I never dreamed how good polenta could be!" They all arrived at the palace about midnight.



BETWEEN PHILADELPHIA AND ATLANTIC CITY, WHERE
AUTOMOBILISTS STOP FOR LUNCH.

M. René de Knyff, administrateur délégué of the Panhard Levasor firm, has been created Chevalier of the Legion of Honor on the nomination of the French Minister of Foreign Affairs. M. de Knyff is one of the best known automobilists in France, and occupied the most prominent place in the early stage of the recent Paris-Vienna race.

Automobiles are certain to cut a considerable figure in the approaching hunting season in England. Re-

cently the Earl of Shrewsbury and Talbot used his motor car when going to a meet, and his example has already found many followers. The Duke of Sutherland is a master of fox hunting in Staffordshire, and it is no uncommon thing to see His Grace going to distant meets on his 12-hp. Panhard. At Dunrobin, in Sutherlandshire, he uses another car for the convenience of his shooting and fishing parties on the west coast.

Sport and Utility

MONTREAL is to be one of the first large cities to introduce a regular service of automobile buses for passengers. The Montreal and Southern Counties Railway Company, which has running powers over sixteen counties on the south shore of the St. Lawrence, will make the experiment. The company's charter covers a mileage of over 250 miles, with an eastern terminal at Sherbrook, about 100 miles from Montreal. An electric trunk line will connect Sherbrook and Montreal, but the subsidiary feeder lines to smaller towns like Valleyfield, St. Hyacinth, St. Johns, P. Q., Longueuil, will be by automobile buses. Mr. A. J. de B. Corriveau, the prime mover in the project, has paid several visits to New York houses for the purpose of selecting the right kind of vehicle for this service. On Monday last seven buses were shipped from the Mobile Company's factory at Tarrytown, while it is the intention to make tests with similar buses of the Electric Vehicle Company, Oldsmobile, Peugeot and Georges Richard makes.



A STRETCH OF ROAD ON THE ATLANTIC CITY RUN.

Through General Director Martin Dodge of the National Road Inquiry, the United States Government has volunteered to pay 25 per cent. of the expense of the construction of the proposed macadam automobile road from Chicago to New York. This is the statement of W. L. Dickinson, treasurer of the New York-Chicago Road Association, who has been in Chicago several days interesting the Chicago Automobile club in the project.

The brief description of the Harris Auto-Fire Extinguisher in last week's issue was incorrect in one or two points. The Harris Auto-Fire Extinguisher is not intended for automobile storage, but to be carried upon the machine for use in case of incipient blaze upon the road. It has no hose attachment, but a small short nozzle at the end. It is not filled with chemicals used by fire departments, but with a very powerful especial chemical for the purpose intended. To discharge requires but the turn of a small handle which breaks a glass tube filled with chemicals, inside of the extinguisher. Instead of being "upended" it is held firmly in the hands in an upright position. The tip-over extinguisher is

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known by all automobile owners to be worthless for the purpose intended, as the jolt of the vehicle is apt to cause premature discharge, or at least render the chemicals worthless when service was required.

The official organ of the Press Exhibition, at Copenhagen, prints a letter from Thomas A. Edison in reply to queries as to his opinion concerning motor traction and aerial navigation. Mr. Edison's letter reads as follows:

I believe that within thirty years nearly all railways will discard steam locomotives and adopt electric motors, and that the electric automobile will displace the horse almost entirely. In the present state of science there are no known facts by which one could predict any commercial future for aerial navigation.

On the face of it there does not appear to be any intimate association between the automobile and the cinematograph. French ingenuity, however, has rendered the car the servant of the cinematograph. A voiturette has been fitted with a large box enclosing a small dynamo, switchboard, wires, etc. When it is desired to exhibit the cinematograph, the dynamo is fixed to the front of the car, then connected with the motor, and there is your electric battery. The performance over, motor and dynamo are detached, the dynamo replaced in the box, and the car is ready to run to the next place of exhibition. Considering the heavy transport the cinematograph usually necessitates, this seems a very useful application of the automobile.—Automotor Journal.

A company is in course of formation to create an automobile exchange in direct telephonic communication with every part of London and with all the principal firms in the trade, thus rendering it always easily possible to obtain a motor car on hire for a short or long period, or to buy the vehicle on the three years' hire purchase system.

Half a dozen motor cars were recently seen at one time in Palace Yard, Westminster, the court yard of the British Houses of Parliament.

Plans are already well under way for the automobile display at the Pittsburg Exposition, says the Pittsburg Index. The new machines ordered for this occasion will be the best ever brought to this city, representing the latest models in American construction, with some foreign motor cars. One firm has ordered 10 specially built machines of 1903 construction, the value of which aggregates fully \$30,000. Their finish is to be rich blue and red, with standing tops and glass fronts. There will be shown about a dozen machines, ranging in value from \$675 to \$1,150. President Francis J. Torrance made a personal appeal that exhibitors begin without delay the decoration of their booths and the installment of their displays, with a view to having on the opening night, Wednesday, September 3, an exposition that is absolutely complete. If general interest counts for anything, the crowd on the opening night will be in excess even of the one last year, while the entire season is expected to be a record-breaking one for attendance. Mr. Torrance feels that exhibitors will gain by being prompt with the finest displays they are capable of preparing.

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The new storage station of the Pennsylvania Electrical and Railway Supply Company, in 559-61-63 Seventh avenue, is in full operation, and is filling a much felt want among motorists. The new repository is giving excellent satisfaction.

Lexington, Ky., received its first car-load of automobiles last week. There were six automobiles in the car and unless they are sold in the meantime they will be on exhibition at the Elks' Fair.

Denver automobiles will be numbered hereafter. After a protracted session with the mayor and the streets and alleys committee of the board of aldermen last week, the automobilists carried their point. The committee has already signed the favorable report on the speed ordinance, as amended.

Autos and motor cycles will be registered with the city treasurer, who, upon receipt of \$1, will furnish a number, 8 x 4 inches, to be displayed in a conspicuous place on the vehicle. To appear on the street without such a number will render the owner of the vehicle subject to a penalty. Speed limits are placed at eight miles per hour in the business portion and 15 miles an hour in other districts. No auto will be allowed to run its machinery for more than five minutes while stationary.

One of the most backward of the South American republics—Ecuador—is to be the first with an automobile service. Consul General Wither of that republic, stationed at New York, has obtained a concession for carrying the mails by automobile between Quito and the terminus of the little railroad constructed ninety miles inland from Guayaquil. The country between Guayaquil and Quito is a high table-land, flat as a board, and presents an admirable stretch for speeding an automobile.

There is talk around Smithtown, L. I., of a number of prominent and wealthy summer residents building a private automobile road from that place to Ronkonkoma. This would connect the north shore with the central section of Long Island and if the proposed road from Oakdale to Ronkonkoma is constructed it would make cross-island traveling for those machines an easy matter. The report states that arrangements are being quietly made to secure a strip of land sixty feet wide between here and the lake and that the road will be so protected that high speed will be possible for the entire length.

Consul B. H. Warner writes from Leipzig: The Fifth Annual International Automobile and Bicycle Exposition will be held under the auspices of the Society of German Bicycle Manufacturers at the Crystal Palace, Leipzig, from the 18th to the 27th of October next. This year the exhibition will not be confined solely to automobiles and bicycles, but sewing machines, typewriters, cash registers, etc., will also be displayed. I am informed that there is already a great demand for floor space at the exposition, detailed information in regard to which can be obtained by writing to Herrn A. v. Slawinski, General-Secretair, Internationaler Markt & Ausstellung von Motarfahrzeugen, etc., Krystall Palast, Leipzig, Germany.

Another Centenarian Automobilist

AMONG the numerous centenarians now living none seems to have borne the burden of years with better grace than Mr. William H. Seymour, who celebrated his one hundredth birthday at his beautiful and historic home in Brockport, N. Y., on July 15 last. Mr. Seymour was born in Litchfield, Conn., and in his days of business activity he was widely known in the western part of the State as a successful merchant and manufacturer. He was one of the first to realize the benefit to the world of harvesting machines, and he associated himself with the late Cyrus H. McCormick, inventor of the well-known reaper, in the manufacture and sale of that wonderful saver of labor on the farm. Mr. Seymour did much to encourage the development of this reaper, and was duly rewarded for it. In spite of his great age, Mr. Seymour is in excellent physical condition:



CENTENARIAN W. H. SEYMOUR IN AUTOMOBILE.

His eyes are not dim and his powers are not failing. His mind is active, his memory retentive and he takes a lively interest in all that is going on in the world, being sufficiently up to date to even enjoy a ride in an automobile. Well may he be envied the rich store of experience and knowledge acquired during the first century of his well-spent life.

Automobile for Mail Carriers

THE Postmaster General has issued special authority to Oscar Werking, mail carrier on rural route No. 2, from Hagerstown, Ind., to use an automobile in making his daily delivery of mail. The machine cost \$600, which is exactly the amount of money Mr. Werking receives for a year's work in delivering

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the mail. It is estimated that it will cost less than a third as much to operate and maintain the automobile as it does to keep a horse and vehicle in repair. With the automobile he covers his route of 32 miles in two hours and a half.

Last week we published an item about George F. de Groot's mail wagon, which he has in use at Morristown, N. J. By the courtesy of the New York Herald we are enabled to give a picture of the car, with Mr. de Groot, the inventor, standing alongside. The wagon has been approved by the Postmaster General for use by suburban and mounted carriers, but the department does not



AUTOMOBILE MAIL WAGON, INVENTION OF LETTER CARRIER GEORGE F. DE GROOT.

By Courtesy of New York Herald.

furnish outfits to carriers. These have to be purchased. Mr. De Groot is going to sell wagons to mounted carriers or postmasters, or any others in the mail service who want them. He says that the automobile, with driver, is \$200 a year cheaper than a horse and wagon with driver.

The Oldsmobile Runabout

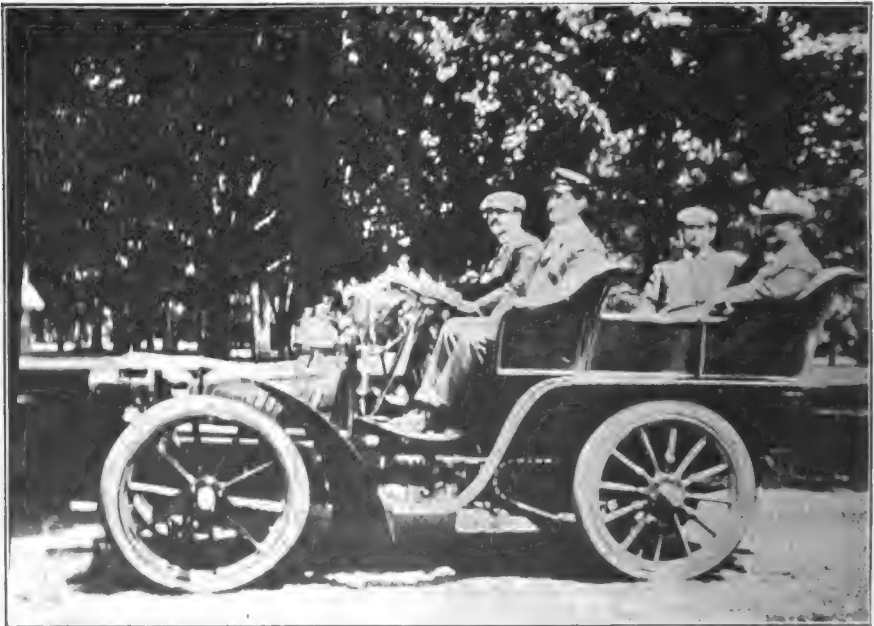
THE "Oldsmobile" Runabout is publicly recognized as pioneer among motor vehicles of the light-weight class; has none of the attributes which bring it into the notice of daily newspapers; but it answers the wide-spread call for a motor carriage which can be used in the place of the horse and buggy, at a minimum of cost, trouble and mechanical study on the part of the operator. In large cities there is a more noticeable proportion of what are commonly called

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"fashionable rigs," but throughout the whole country, on driveways of parks, and streets of the larger cities, as well as on every country road, is seen the less pretentious runabout.

The name "Oldsmobile" carries with it the impression of side spring construction. These springs, which are each composed of six leaves, are about 30 inches apart, and are formed with horizontal central flat portions of about the same length. Upon the horizontal support thus afforded is fastened a U-shaped frame of angle steel, its three sides being of substantially equal length. A curved flat bar connects the two rear ends, these being necessary to accommodate the motor, which is a simple $4\frac{1}{4}$ x 6-inch, four-stroke cycle engine, disposed at the left of the center, with its crank casing at the front. The cylinder is supported by the flat rear cross brace, while the extreme front end of the crank casing is flanged to rest upon and be secured to the front end of the main frame.

All of the operating parts are placed so as to cause wonderment at the evident ease of control. Every feature is trim and neat in appearance; the operating mechanism is almost completely enclosed in metal cases finished in dull aluminum, and, taken as a whole, is singularly free from the formidable display of parts which so often bewilder and sometimes frighten the prospective purchaser.



MORS CAR SOLD BY W. H. HALL (AT THE WHEEL) TO C. P. DOELGER (BY HIS SIDE).
MESSRS. CHAS. WELLER AND WHITNEY LYON IN REAR SEAT.

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

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VOL. IV. No. 18

NEW YORK, AUGUST 16, 1902

PRICE TEN CENTS

AUTOMOBILE TOPICS is published weekly, by Automobile Topics, No. 29 West 42d Street, New York. Subscription price, \$4.00 a year in the United States and Canada, or in foreign countries within the Postal Union, \$6.00 (gold) in advance. Advertising rates may be had on application. Copyrighted, 1902.

Cable address—AUTOTOPICS, NEW YORK.

Telephone—4715-38th Street

Is Every Conviction Illegal?

THERE is growing evidence that automobilists are becoming aroused to the situation in regard to speed persecutions. The illegality of these so-called charges and convictions is apparent to anyone not blinded with motorphobic fanaticism. Every conviction based upon a stop-watch test over a few hundred yards stretch is as much an illegal outrage as breaking into one's house. Even the officers of the law, the magistrates, policemen, district attorneys, self-appointed protective associations, and the rest of them, will admit as much. This is very easily demonstrated.

Wherever a conviction has been had upon a short stretch test, the theory of the prosecution has been that the automobilist was going at the rate of eight miles an hour or more. Upon the supposition that had he been let alone for an hour he would have traveled more than the legal eight miles, the automobilist was arrested, and convicted. So he was stopped—why? *To prevent his breaking the law!*

But a still better way to bring home to these motorphobiacs an acknowledgment of their own illegal act is this: Granted that the rate of speed over the test stretch was equal to that which an eight-mile-an-hour speed would require over the same stretch. The common sense, and only possible way, of proving that is by dividing an eight-mile-an-hour speed—that is to say, an actual trip of eight

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miles covered in one hour—by the length in time covered by the stretch. If these people maintain, as they try to do, that it may be proven by multiplying the short stretch by a factor to make eight miles, they are talking of a physical impossibility. This is easily proven. Say the stretch is 100 yards. To cover this at an eight-mile-an-hour speed would mean taking a fraction of the eight miles and one hour actually consumed and applying that to the stretch. This would give a speed of 100 yards in a little over 25.57 seconds. Suppose we take a speed of 100 yards in 23 seconds, which is greater than the speed given. Does this mean over eight miles an hour? Certainly not. It means 100 yards in 23 seconds, and nothing else. If the motorphobic persecutors maintain differently, let them prove their contention. Let them take any means of locomotion they choose, mechanical or animal power. Let them drive a few times over the 100 yards until they have their speed measured down exactly to 100 yards in 23 seconds. Then let them try to travel eight miles or one hour at exactly the rate of speed at which they covered the hundred yards. If they can accomplish this fact—and they say it is as easy as catching an automobile with a furniture van—they will, of course, be willing to make a little money by so doing. Let them put up a wager of the amount of the fine extorted from an automobilist victim, as against a hundred times the amount, and if they succeed in accomplishing the feat there will be no difficulty in collecting the money. On the other hand, if they fail, let them fork out the cash mulcted from their unfortunate victim and hand it over to some local charity. Arrangements could easily be made at the forthcoming Brighton Beach meeting for such an interesting contest. If there be any person connected with these automobile persecutions, from the Mayor of Glencoe down to District Attorney Niemann, who will accept such a challenge, now is the time to say so. If the thing is so easy that men are arrested to prevent their doing it, surely there ought to be no hesitation on the part of these legal luminaries from showing how it is done.

It is a physical impossibility for anything that moves to maintain a uniform rate of speed continuously. This the motorphobiacs realize thoroughly. If they don't, it is time that they discovered it. They cannot go on breaking the law to vent their spite, as they do in every one of these illegal persecutions.

Lubrication of Gas Engines

A QUESTION of great importance, which has bothered engineers ever since the introduction of gas engines, has been the question of lubrication. It would be ridiculous to say that the gasolene motor is the top rung in the ladder of gas engine design, but it is at least the highest point yet reached, giving a high efficiency with a small weight.

Any motor which runs hot has a sufficient right to demand a lubricating medium of the heaviest sort obtainable. A tendency such oils have to set into a solid or jelly form when cold must be avoided. It must remain liquid at low temperature and not become too limpid at high. Users of vehicles where the cooling devices prove themselves to be efficient for the purposes required should seek the heaviest lubricants. Difficulties will arise, however, when the attempt is made to feed them into the crank chamber. Study well the ways you have for

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feeding the lubricating oil, as these are the means of showing you the choice of oil you must make. If there is any doubt about the heavy oils passing through your apparatus it is better to use a lower grade oil than to risk having none at all in the cylinder. It should be remembered that those whose business it is to provide lubricating oils are far from being asleep, and it is now possible to obtain heavy oils which are rated at 800 degrees fire test for use in motors which require them.

Drop the Hour—Take Up the Mile

MANY suggestions continue to reach *Automobile Topics* in the correspondence called forth by the proposition to drop the hour and take up the mile in anti-automobile legislation. So far none have questioned the advisability of the proposition, but, on the contrary, all have strongly supported it. Among the new ideas put forth this week is the one that such legislation is unconstitutional, because it contravenes the automobilist's right to the pursuit of happiness. This is certainly novel, and may be thoroughly sound. A test case fought out on such a line would be interesting at least. The trouble, however, seems to be that no one is willing to take the initiative, involving, as it would, considerable sacrifice of time and money. It is easier to pay the fine, and have done with it, says the luckless victim, and so the evil continues. Failing a remedy by such means, would it not be as well to strike at the root of the evil, and amend the law itself, by dropping the hour and taking up the mile? A few of the letters received this week are given herewith:

Restrict All Vehicles Alike.

To the Editor, *Automobile Topics*:

In response to your favor, I believe that the system you propose would make it materially easier to get justice from legislative bodies, but think you would do much better if you advocated the restriction of all vehicles to the same rate as the automobile, in which case a little activity on the part of an automobiling man would show up the faults of the existing law sooner than anything else. The first man whose truck or trolley car is held up, and compelled to drag along at eight miles an hour, will be red hot for a new law, and there are many constitutional reasons for it, for they are all common vehicles, using a common highway.

H. S. CHAPIN.

New York.

New System Good and Safe.

The automobilists of Lenox are much interested in the plan proposed by *Automobile Topics*, the foremost automobile publication in this country, to revise the existing laws as to the speed of automobiles, whereby the standard be changed to so many minutes to the mile, instead of so many miles to the hour, as it is now. It is contended that eight miles an hour conveys nothing to the mind of the average onlooker, whereas a mile in seven minutes would tend to make estimations of speed more convenient, and fix the speed of automobiles more accurately, when compared with that of horses or trolley cars. We venture to say that there are no trolley cars in Berkshire county which take seven minutes

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to make a mile, and even if there were, it is safe to assume that no one would care to ride on them. A horse which takes seven minutes to the mile is certainly not a fast mover, and in figuring estimates as to how fast an automobile should travel, this new system should be a good, safe guide. It has been received with great favor in many quarters, and is being widely discussed.—*Lenox Life*.

The Portland, Me., Express.

As the present law regarding the speed of automobiles provides for a certain number of miles "per hour," and as this seems to puzzle the average officer of the law, it has been suggested by *Automobile Topics* that in all future legislation affecting the speed of automobiles there should be a change of wording by which the mile instead of the hour may be taken as the standard of measurement. The effect of such a change would be that an ordinance which now reads "at a speed not exceeding six miles an hour," would read "at a speed of less than ten minutes to the mile." It is believed that such a change would prove the absurdity of the present anti-automobile craze, and would decrease the tendency among lawmakers toward restricting automobiles to a walking pace.—*Portland, Me., Express*.

Rochester, N. Y., Is Interested.

Automobile Topics says: "The suggestion that in all future legislation the wording of the act should read as 'so many minutes to the mile,' instead of 'so many miles to the hour,' has struck the automobiling public as the best possible solution of the vexatious speed question. From the number of letters received indorsing this view, it would appear that the matter only needs to be seriously taken up by the various clubs and associations throughout the country in order to bring it to the attention of the law makers."—*Rochester Post Express*.

Is the Law Unconstitutional?

To the Editor, *Automobile Topics*:

I am interested in the discussion which has appeared in your columns about the hour and the mile, in regard to the speed at which automobiles may run. I would like to know if there has been a test case made by the law which prohibits a greater speed than eight miles an hour? It seems to be that this law is absolutely unconstitutional, in as much as it strikes at the root of the equal rights of all men to the pursuit of happiness, which is the fundamental principle of the American Constitution. I would like to see such a test made.

R. BLUMFELD.

The Ivel Agricultural Motor

AN English inventor has harnessed the automobile as a farm implement. It is called the Ivel agricultural motor, and was made by Mr. Dan Albone, of Biggleswade. An exhibition was recently given at Old Warden, on Mr. C. Capon's farm, in the presence of a distinguished company. The motor was tried in a field, and answered remarkably well, cutting the crop with the greatest ease, at a speed far exceeding that of a pair of horses. Lord Alwyne Compton, who is a cyclist and motorist, remarked that farmers always remembered the fight that was originally waged against agricultural machinery, on

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the ground that it took the bread out of the farmers' and laborers' mouths. As regards the laborer, there was no difficulty of this kind now, because the problem

was how to get labor to reap the crops at all. Mr. Albone stated that the motor could also be used for other purposes besides field work—for carting bricks, manure, or any other heavy materials, and that shortly he also hoped to be able to make it adaptable or ploughing. A local agricultural gentleman offered to buy the motor from Mr. Albone if he would sell it.



IVEL AGRICULTURAL MOTOR.

Numbers or Names?

IN your 'Editorial Jottings,' writes Mr. J. J. Hissey, "you ask motorists' opinion on the Motor Bill. For one, I dislike the idea of numbers on private cars. Names would surely be far less objectionable and equally

well serve the purpose of identification; at any rate, a name need be no disfigurement, whilst a number would be. I had a name painted on my car to see how it looked. The enclosed rough photo. shows, I think, that names need not spoil the good looks of a car."—The Car.

[The adoption of names for American automobiles would certainly open up a new field, especially if owners emulated the sponsors of Pullman cars in seeking for polysyllabic jaw-breakers. The author of "Automaniac" could find a profitable sphere of usefulness for his peculiar genius in devising such nomenclature.—Ed. A. T.]



NAMES INSTEAD OF NUMBERS OR INITIALS.

Clubs and Associations

(Secretaries of Automobile Clubs are invited to send records of club meetings, club runs, etc., with photos of members in automobile, or snap shots of touring incidents, for reproduction in Automobile Topics. Reports for publication in the current week's issue should reach this office not later than Wednesday morning.—Ed. A. T.)

Announcement is made by the Long Island Automobile Club that entries for its mid-summer race meet, at Brighton Beach, on August 23, will close to-day Saturday, and it is urged that motorists and manufacturers send in their entries immediately. The club expects to issue an elaborate program, which will require some time to print. Of the several speed events arranged for, and on the card, it is probable that the Australian pursuit race will hold the greatest interest for the largest number of those who attend. The event is a free-for-all, and should call forth an entry list comprising many of the fast machines regarding which the public has heard so much, but of which they have seen so little. In starting the event the cars are placed equidistant around the track, and all are started from a pistol shot. Interest, from the crack of the pistol, is not lost for an instant. As the cars are overtaken and passed they are "down and out," retiring from the track at the first opportunity. It is hoped that this race will be run in two or more heats and a final. If such is the case, the final should prove most thrilling and interesting. Suppose that Henry Ford, of Detroit, Alexander Winton, of Cleveland, and Fournier's Mors car have each qualified in their respective heats, and are pitted in the final. Is there any doubt as to the quality and quantity of sport that would be provided for the onlooker? Such an event is more than possible, as the club is striving to bring it about. Invitations have been sent to both Winton and Ford, and Fournier has been asked to change the date of sailing from the other side to permit of participating. As Fournier's fastest time for the mile was made under the auspices of the Long Island Automobile Club, it is known that he will, if possible, arrange to compete.

The Automobile Club of Frankfort-am-Maine will hold a series of races on the Oberforsthaus race course in that city on August 31. The categories range from motor bicycles to heavy cars.

The premises of the Automobile Club of Great Britain, in Piccadilly, were illuminated by means of motor-car lamps on the night of August 9 (Coronation Day).

It has been decided by the committee of the Automobile Club of France to organize a series of fetes for the week following the Grand Prix, in June, 1903. Representatives from the automobile clubs of several countries will be invited, and there will be an international congress of delegates.

Some of the foreign automobile clubs are sending out very artistic postal cards with views of their favorite drives. Among them are itineraries of all

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the best routes in their part of the country. The idea is a very happy one for all those who are ambitious to have the beauties of the region they inhabit made known.

Myron C. Albertson, secretary of the Kansas City Automobile Club, sends us this official report of the 100-mile endurance race held on July 18: "First reports of the contest stated that Percy P. Pierce, on a Pierce Motorette, won a blue ribbon, and that D. F. Piazzek, driving a Standard two-passenger phaeton, not a 'semi-racer,' as has been stated, was not disqualified, he having made the run in just one minute more than the required time, and having one stop. Mr. Pierce did claim to have won a blue ribbon, but a protest being filed that evening, and evidence pro and con heard at a regular meeting of the club, it was decided not to award him a blue ribbon, it having conclusively been demonstrated by affidavits and oral testimony of at least six persons that he made at least two stops, during which time he was seen to be working on the inside of his machine. I would also say that the Foster Steam Wagon No. 4, driven by Myron C. Albertson, made the run with but one stop, and would have received the red ribbon had not his official observer left town without filing his report." Details of the contest are as follows:

- No. 1.—Haynes Apperson, D. F. Piazzek, 9.39, 4.20, 6.41; red ribbon; one stop.
 - No. 2.—Haynes Apperson, Frank Nut, 9.41, 5.38, 7.57; white ribbon; two stops.
 - No. 3.—Toledo steam, W. T. Irwin, 9.35, 6.23, 8.48; no award.
 - No. 4.—Foster steam, M. C. Albertson, 9.37, 5.33, 7.56; no observer's report; no award.
 - No. 5.—Pierce motorette, Percy Pierce, 9.45, 5.55, 8.10; red ribbon, one stop.
 - No. 6.—De Dion motorette, C. F. Lovejoy, 9.43, 7.16, 9.33; no award.
 - No. 7.—Pierce motorette, E. P. Moriarty, 9.53, 8.59, 11.09; no observer's report; no award.
 - No. 8.—Pierce motorette, H. W. Luce, 9.45; did not cover course.
 - No. 9.—Oldsmobile, R. L. Husk, 10.12, 8.28, 10.06; no award.
 - No. 10.—Locomobile, T. W. Day, 9.51; did not cover course.
 - No. 11.—Friedmen, Joe Whitman, 9.49; did not cover course.
 - No. 12.—Locomobile, A. C. Webb, 10.05, 6.15, 8.10; no observer's report; no award.
 - No. 13.—Locomobile, L. W. Bursell, 10.30; no observer's report; no award.
 - No. 14.—Foster steam, Ed. Hall, 11.04; did not cover course.
-

Pueblo now has a real live automobile club. It was formed recently at a meeting held in the office of Dr. Henry B. Oertel, in the Central Block, at which were present all the owners of automobiles in the city. The plans of the club are to work together to make automobiling a popular sport in the city, and to increase the number of vehicles in use. Regular runs will be held by the members.

Ten persons signed the charter roll of the organization, and it starts under

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very auspicious circumstances. They are Dr. H. B. Oertel, Dr. J. A. Standing, C. W. Fowler, George Herrington, Mr. and Mrs. H. M. Miller, A. W. Marksheffel, Mr. and Mrs. Adolph Finch, and Dr. D. Z. Walter.

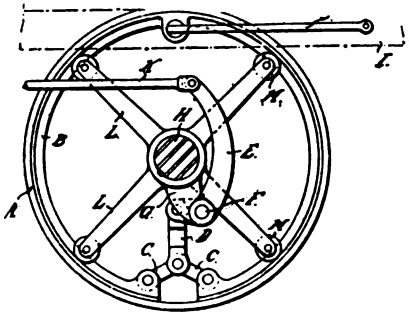
The officers elected are: President, Dr. Oertel; vice-presidents, C. W. Fowler and Dr. Walter; secretary, A. W. Marksheffel.

Brakes

EXPANDING ring brakes are naturally something like hand brakes, and may be either single or double acting. The expanding force is usually applied tangentially at the two ends of the split ring and is therefore influenced by the friction between the ring and the drum. Among the advantages this form of brake has is that it can be easily inclosed when applied to the hub of the wheels, in which position these brakes are mostly used.

An expanding ring brake is illustrated below. The drum A fastens to the wheel hub or spokes, and in it is located the expanding ring B, made of cast iron. This ring is split, the two ends being connected by a pair of toggle levers CC and a link D to the bell crank E, which is pivoted at F upon a bracket G secured to

the axle H. The middle part of the ring is connected to the vehicle frame I by a rod J, which takes up the tangential effort of the ring due to friction. Operating effort is applied to the bell crank through intermediary rod K.



EXPANDING RING BRAKE.

Where tire brakes, rim and hub brakes are used, one brake is used on each of the two driving wheels. It can readily be seen that it is quite essential that the operating effort applied to the two brakes be nearly equal. Otherwise, the vehicle would have a tendency to slip off to the side when the brakes are applied.

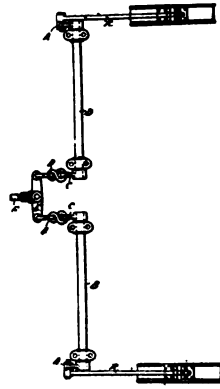
As the two brakes are operated by means of a single lever or pedal, an equalizing device must be used to evenly divide the operating effort between the wheels. The second figure, which is self-explanatory, shows such a device. A brake's power is greater when the speed of the shaft on which it acts is the faster. Such a consideration would lead to the placing of brakes directly on the motor shaft as far from the wheels as possible, since the speed of rotation is usually continuously reduced from motor to wheels. On the other hand, the power of the brake takes effect at the tire surface of the wheels, and the further the brakes are removed from the tire the greater the number of parts through which the brake effort must be transmitted. Thus the greater is the chance of the brake becoming inoperative due to the breakage of these parts.

Again, if the braking power must be transmitted through the differential, and one of the wheels stands on slippery ground, not only is the total braking effect

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reduced to a very small value, but the application to the vehicle may cause the vehicle to skid. For this reason all vehicles intended for general service should be provided with at least one pair of brakes the operating effort of which is not transmitted through the differential gear.

An operator at times may desire to allow his vehicle to stand on the side of a hill, and in order that he may do so the brake must be provided with a locking device which will permit of locking it in position where it has been applied.



EQUALIZING DEVICE.

Bicycles and Automobiles in Algeria

DURING the past few months I have received a number of inquiries as to the present conditions of the bicycle and automobile market, and the future prospects of American trade in this line in Algeria, writes Consul Daniel S. Kidder from Algiers.

Algeria is a country specially adapted to the use of automobiles, both on account of its excellent roads and the steep grades which prevail. As far into the country as roads are built, they are constructed with great care and kept continually in repair. Many of them are military roads adapted for the rapid movement of soldiers, including, of course, artillery and munitions, the railroads being wholly inadequate for such purposes. Other roads are almost as good, owing to the necessity of bringing heavy loads of wine from the vineyards of the interior to the seaboard.

On account of the frequent and heavy grades, bicycles are not used here to the same extent as in more level localities. Bicycles are used and American makes are favored, but in my opinion the demand will never be sufficient to induce our manufacturers to make any great effort to control the market.

The city of Algiers has a population of 100,000, about one-half of whom are of Arabic descent and cannot be considered as possible purchasers. The other half, of European birth and descent, according to the best obtainable estimate, own 900 automobiles and 300 motorcycles. The automobiles are exclusively of French manufacture. The makes are: De France, De Dion-Bouton, Darracq, Panhard & Levassor, Chaudel, Mors, Renault, Georges Richard, Hurtu, Rochet Dietrich, Bolide and Gladiator.

American machines have never been tried here, and it is therefore impossible to give an opinion as to the future prospects for American trade. Aside from a natural prejudice in favor of France, and also the absence of customs duties upon the French article, there is no reason why automobiles manufactured in the United States should not be sold here as bicycles and many other machines have been sold.

Algerians are favorably disposed to American manufactures of all kinds, especially machinery.

At present freights from the United States to Algiers are very low. The

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newly established Levant Line gives bi-monthly service between New York and Mediterranean ports. Application for rates should be made to the Hamburg-American Steamship Company, New York City.

The following are the names of prominent concerns dealing in automobiles: Vincent Gérin, rue Waisse, No. 1; Le Gerrier, rue de Constantine, No. 50; Paul Mayeur, rue de la Liberté, No. 2, all of Algiers; Mentzer, Boulevard Seguin, 35; and Traut, Place de l'Eveché, Oran, Algeria.

Trade Notes

[Insertions under this caption 8 cents per word; minimum 50 cents per insertion. Payment must invariably be made in advance—in postage stamps if desired—as no accounts can be opened for this class of advertising.]

YOUNG MAN (colored) wants position as chauffeur on Winton or Packard automobile. J. E. Hicks, Cold Spring Harbor, L. I.

PURCHASERS for imported and domestic automobiles constantly on hand. Those desiring to sell can make quick deals. R. E. Jarrige, Yacht and Automobile Broker, 523 Fifth Ave., New York. Telephone, 6029-38th.

AUTOMOBILE BARGAINS.—One fine Locomobile, new last Fall, low water alarm, double action brake, auxiliary pump, sight feed oiler, steam water tank filler, everything O. K., price \$375.00. One Locomobile in good condition, newly painted, price \$325.00. One Winton Surrey, run less than 400 miles, price \$1,050.00. One 5 hp. De Dion Motorette, used only three months, \$900.00. One 3½ hp. De Dion Motorette, in good condition, price \$700.00. One

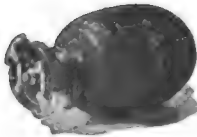
French Quadricycle, 2¼ hp. motor, very fast and in splendid condition, price \$350.00. One 2¼ hp. Pierce Motorette, in good condition, price \$550.00. Also one Gasmobile, one Knoxmobile, one St. Louis Motor Carriage and one Pierce Motorette, all demonstrating carriages in fine condition and at low figures. We carry the largest stock of New and Second-hand Automobiles in New England. Write us. Automobile Headquarters, 66 68 Stanhope Street, Boston, Mass.

FOR SALE.—1901 Winton, with 1902 improvements, fine condition, \$750.00. Dr. Cahall, 154 West Chelton Ave., Germantown, Va.

WANTED.—Position as Chauffeur on Steam, Gasolene or Electric Automobile by an experienced operator and machinist. Karsey, 311 East 9th Street, New York City.

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MR. AUTOMOBILIST, do you know that you are missing half the enjoyment of operating your machine if it is not fitted with this igniter? Does away with worry about how long your batteries will last, the jerking caused by missing explosions and you can make more miles with the



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An Automobile Lamp must withstand hard usage or it is worthless, and a poor lamp is a source of great annoyance.

If you have not been able to test different makes, be guided by the experience of those who know.



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LOCOMOBILE CO., San Francisco, Sole Agents for the Pacific Coast.



This Stylish Outfit

As represented in this cut, consisting of the new style Prince Albert Automobile Cap, French Kid Double Breasted Coat, and Knickerbocker Pants and Leggings, was purchased in Paris by a well-known gentleman of New York. Upon investigation it was proved by Demmerle & Company that they manufactured this very outfit, and exported same to Paris in quantities to the house where this outfit was purchased.



This French kid

Norfolk Jacket

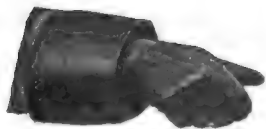
is the most complete and handsomest coat for automobilists' attire, which is the only correct gentlemen's coat in the market.



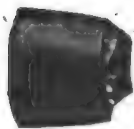
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Gauntlet as it is.

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is a new idea. Has proven a great comfort by fitting closely around wrist, excluding dust, rain and draughts, as well as protecting the coat sleeve, and has a stylish appearance. Made in fine Mexican kid, black or tan.

We are the only house which carry a complete assortment of imported

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of every description.



This Gauntlet Glove can be had either in black or russet leather.

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All Accessories, Igniters, Spark Coils, Carburetors, Batteries and Motor Parts in Stock

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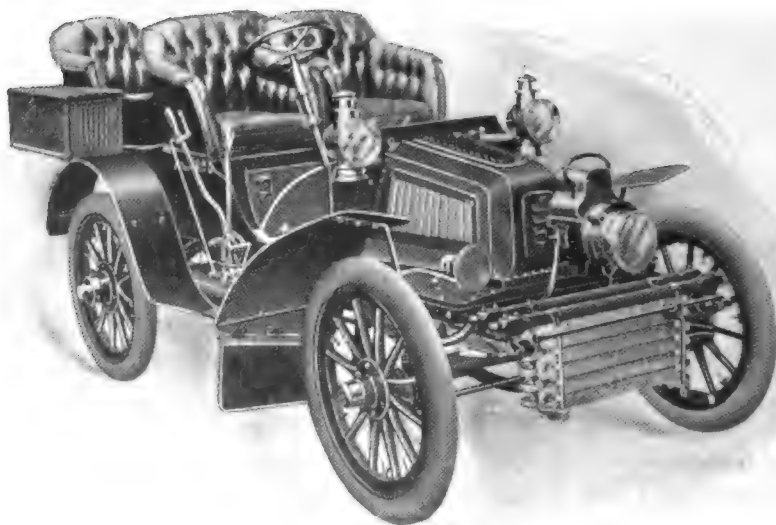
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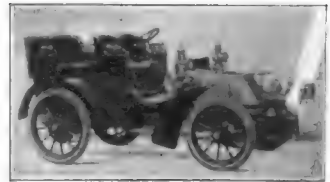
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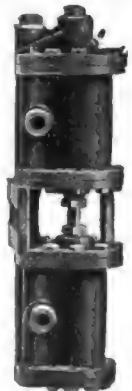


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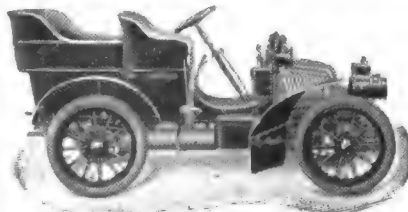


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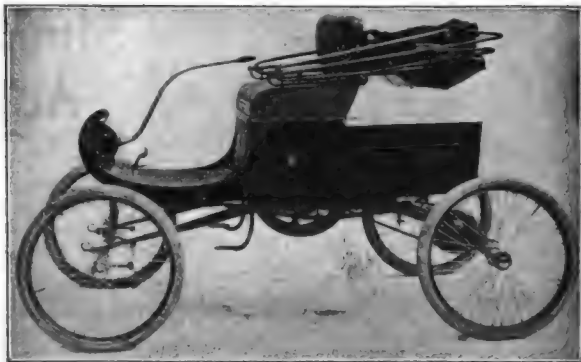
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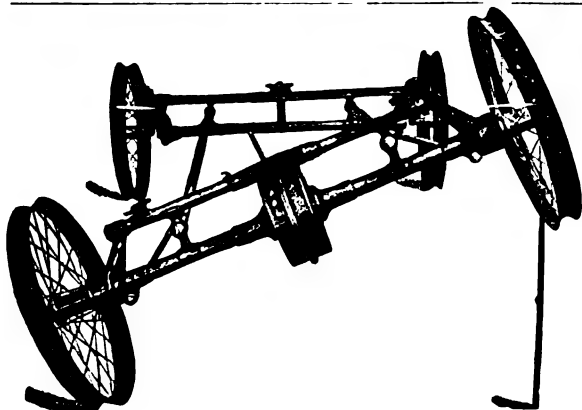
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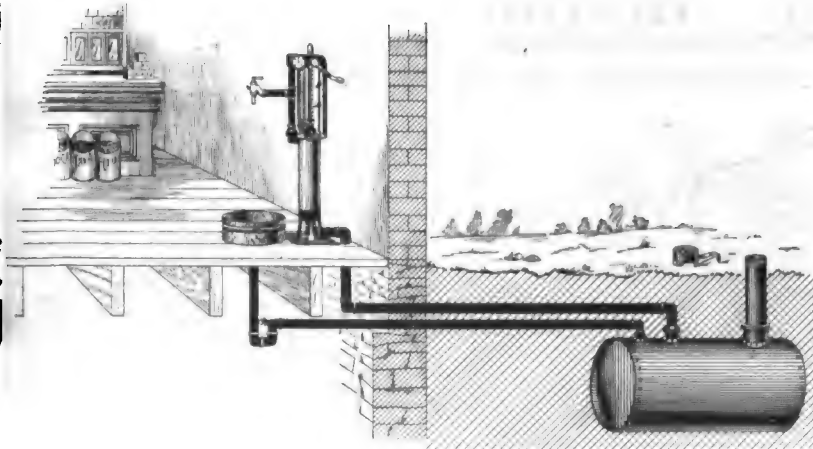
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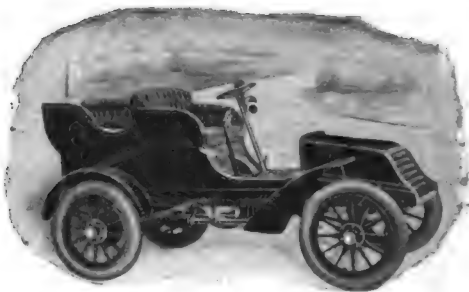
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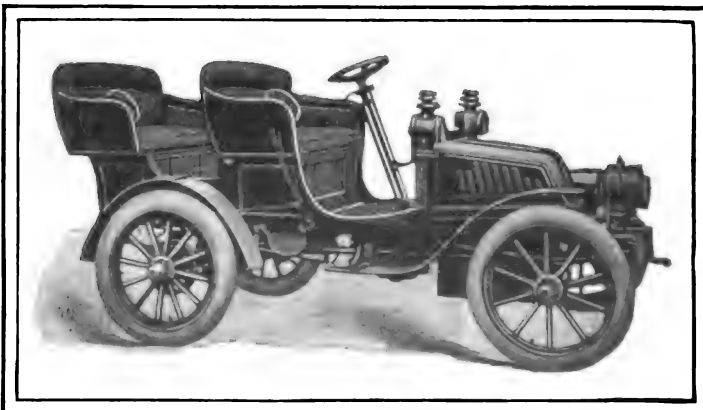
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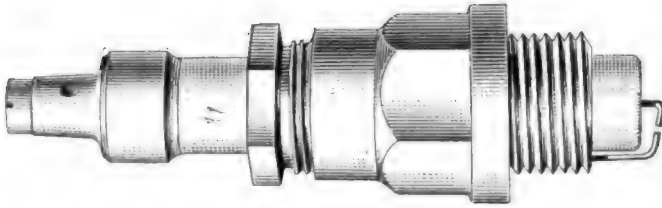
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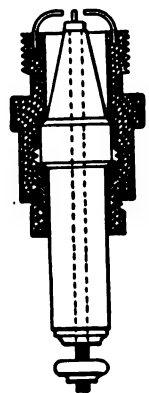


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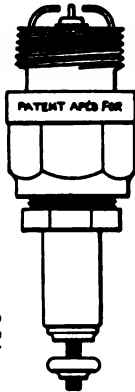


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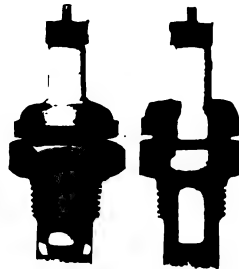
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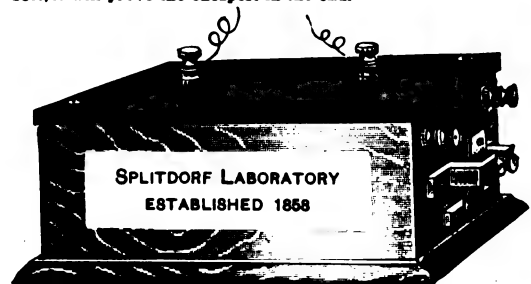
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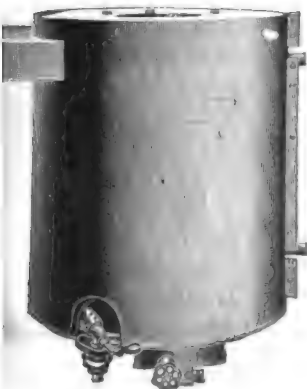
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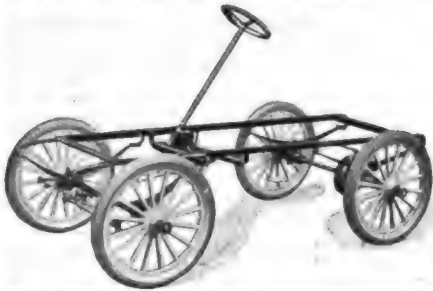
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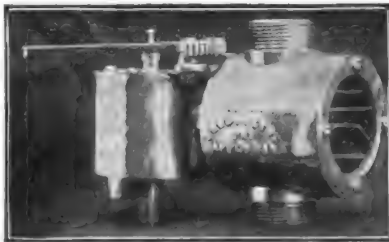
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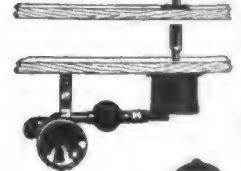


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Illustrated.

Vol. IV.

NEW YORK, AUGUST 23, 1902.

No. 19



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No. 19

Drop the Hour—Take up the Mile

THE suggestion put forward by *Automobile Topics* to discontinue the legal measurement of automobile speed at "miles per hour" and substitute therefor a rate of "minutes to the mile" has this week received endorsement from the highest authorities in English automobiling circles. Mr. S. F. Edge, the winner of the Gordon Bennett race, should certainly know something about automobile speed if anyone does. As a safe driver, Mr. Edge has a reputation excelled by none, and that he can combine safety with high speed was more than demonstrated when he arrived at Innsbruck, Austria—the goal of the Gordon Bennett course—the sole survivor of the contestants who left Paris to gain that prize. His victory was all the more remarkable when the names of his opponents are considered—Fournier, de Knyff and Girardot—a trinity of intrepid chauffeurs who have justly been acclaimed as champions of champions in the French automobiling world.

In order to ascertain the views of those most competent to judge, an invitation was sent by *Automobile Topics* to the principal chauffeurs of Europe, as well as to the leading automobilists of America, for an expression of opinion regarding the proposed substitution of the mile for the hour as a standard of measurement. By return mail the following letter was received from Mr. Edge:

S. F. Edge's Letter.

(Telegrams Nitrifier, London.)

14 New Burlington Street, London, W., Aug. 7th, 1902.

The Editor, *Automobile Topics*, New York:

Dear Sir—I thank you for your letter of the 19th, suggesting that the wording in reference to the speed of automobiles should be by the mile instead of by the hour, and I think your idea of all rules on the subject reading so many minutes to the mile is a most excellent one, and will bring home to people with non-progressive ideas the great stupidity of their action in regard to a reasonable speed upon what should be suitable highways for mechanical traffic.

Yours truly,

S. F. EDGE.

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Equally emphatic is the response from Mr. H. J. Swindley, the London representative of the Autocar, the foremost of automobiling journals in England. Mr. Swindley writes:

H. J. Swindley of the 'Autocar.'

3 St. Bride Street, London, E. C., Aug. 6, 1902.

The Editor, *Automobile Topics*, New York:

Dear Sir—In reply to your letter of 19th July referring to a change of terms in all future automobile legislation dealing with speed limits, I heartily concur that the mile and the time of its performance should be employed as the standard in lieu of the speed in miles per hour. Perhaps the prejudiced public might in time come to realize that there is more than a soupçon of fat-headed nonsense in restricting the pace of automobiles to a mile in five minutes, a speed which can be attained easily by any decently fit schoolboy. When it comes to lower speeds such as the mile in ten minutes, a rate of progression often attained by a smart walking athlete, the idiocy of the whole business might be even more readily realized.

Yours truly,

HARRY J. SWINDLEY, The Autocar, England.

The popularity of automobiling in England is largely owing to its consistent advocacy by the London Daily Mail, the most widely read daily newspaper printed in the English language. Its editor, Mr. Alfred Harmsworth, is an enthusiastic automobilist, who in season and out of season has been tireless in his efforts to promote the interests of the automobile, both as a means of recreation and as an important factor in the commercial world. While consistently denouncing anything in the way of foolhardy scorching, which is beyond question the greatest obstacle to the progress of the automobile, Mr. Harmsworth has been equally vigorous in combating the efforts of the motorphobiacs to banish the automobile from public highways. In this connection it may be interesting to note that the word "motorphobia," now universally recognized as correct English, was first coined in an article which appeared in the Daily Mail. Mr. Harmsworth's views are as follows:

Alfred Harmsworth's Views.

The Daily Mail, 1 Carmelite House,
Carmelite Street, E. C., Aug. 1, 1902.

The Editor, *Automobile Topics*, New York:

Dear Sir—I am for unlimited speed for automobiles on the open road, eight miles an hour in towns, with a registered number in large figures in front and behind each automobile, and heavy pecuniary damages against delinquents.

Conditions here and in America are so different, that it is not easy for a foreigner to suggest rules for your country. The plan I have suggested above will, I believe, be carried into effect by our legislators next year.

I also think that every person who drives an automobile should receive a license or certificate. There is no tendency here to reduce automobiles to slow speeds.

Yours very truly,

ALFRED HARMSWORTH.

The first word in defence of the miles per hour wording comes from Hon. C. S. Rolls, one of England's foremost automobilists. Its endorsement, however,

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is somewhat equivocal, as Mr. Rolls evidently regards the bill now before Parliament as a panacea for the anti-automobile evil. He writes :

Hon. C. S. Rolls' Opinion.

South Lodge, Knightsbridge, S. W., Aug. 4, 1902.

The Editor, *Automobile Topics*, New York :

Dear Sir—I am instructed by the Hon. C. S. Rolls to acknowledge the receipt of your letter of the 19th ultimo regarding the proposed change in the wording of the regulations affecting speed limit. Mr. Rolls desires to say that he considers the wording of the Light Locomotives bill which is at present in preparation for the House of Commons in this country to be far preferable to any specified limit in miles per hour or minutes to the mile. The proposed bill referred to places motor vehicles under the same common law that controls other vehicles, which is that they should not be driven to the common danger, and a specific limit of speed should, in Mr. Rolls' opinion, only be applied to towns, sharp corners, or crowded places, in which case he thinks that the "miles per hour" system might be preferable. I am to take this opportunity of thanking you for mailing *Automobile Topics*, which Mr. Rolls receives and reads regularly. Yours very faithfully,

B. O'CONNOR, Secretary.



ALEXANDER WINTON IN HIS FAMOUS "BULLET."

Through Europe on a Winton Car

WHEN the North German Lloyd steamer *Grosser Kurfuerst* sailed last week Thursday from Hoboken, a party of American automobilists were gathered upon the main deck waving "good-bye" to their many friends on the pier who had come to see them off. This party consisted of Mr. and Mrs. H. D. Corey, of Newton, Mass., Miss Gertrude Going, of Brookline, and Mr. Harry Fosdick, of Boston.

Stowed away below was the Winton touring car which they were taking with



C. D. COREY AND PARTY AT BOSTON, IN WINTON TOURING CAR, IN WHICH THEY ARE NOW TOURING EUROPE.

them in order to demonstrate to European automobilists and others the practicality of an American-made automobile for foreign service. Mr. and Mrs. Corey and party expect to be gone several months, touring through Germany, Switzerland and France.

The accompanying picture and frontispiece of this number show the car equipped for foreign road work. They were taken especially for *Automobile Topics* in front of the beautiful public library in Boston shortly before the start. It will be noticed that the car is equipped with specially designed baskets on the sides and an extra tire in front in order to furnish ample preparation for the exi-

AUTOMOBILE TOPICS

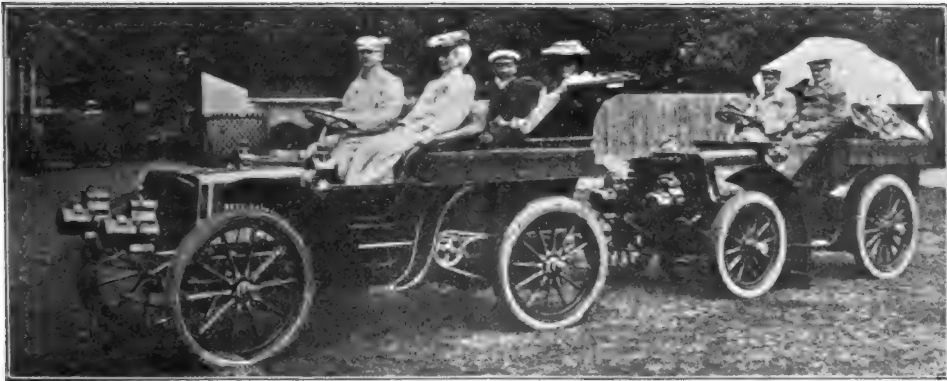
gencies of the route. Extra clothing and all necessary articles needed by the party were taken on the car and will be carried by the party on the route.

The first stage of this interesting trip took place in this country, as the automobile was used to make the trip from Boston to Providence. This short run was done in quick time and several interesting brushes took place on the route, in which the Winton Touring Car went by everything in sight without any trouble. The car was shipped to New York by boat and then loaded on the steamer for its voyage to Bremen.

Automobile Topics will carefully follow the movements of this party while abroad, and it is quite likely they will have many interesting experiences on the other side.

The stateroom of Mr. and Mrs. Corey on the Grosser Kurfuerst was filled with many floral offerings from their friends when the ship sailed. In this array of beautiful flowers were seen several large bouquets of American Beauty roses, sent by some of their admirers in the automobile world, showing the interest that automobilists feel in their journey.

Trips in Europe on the part of American automobilists are not uncommon, but it is noticed that usually the custom is for a party bent upon European travel



MR. AND MRS. BRAMSON, OF LONDON, WITH THEIR SERVANTS AND BAGGAGE ON A EUROPEAN TOUR.

to go abroad and there take a foreign built automobile for the tour, but very rarely has an American automobilist taken the necessary trouble and expense to carry with him his own automobile. This enterprise on the part of Mr. Corey is attracting the attention of automobilists everywhere, especially in Europe.

The work of the Winton touring car will be carefully watched and it is expected that it will make an excellent showing in competition with foreign built touring cars. In order to comply with the requirements of the French automobile law an extra brake has been fitted to the machine, and beneath the tonneau of the carriage has been constructed a large touring box which will carry extra parts, inner tubes for the tires, gasolene, lubricating oil, and everything necessary for

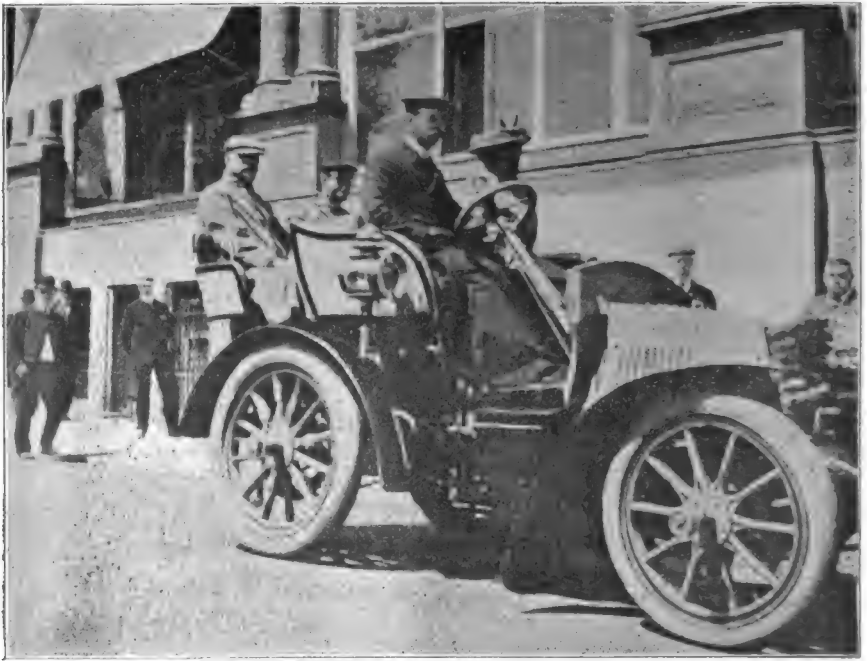
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quick repairs. There are two ordinary headlights, and one powerful acetylene light, the latter being capable of throwing a light over 100 feet.

The route which Mr. and Mrs. Corey and their party will follow is one with which they are thoroughly familiar, as they have been abroad several times, and some three years ago took a trip through Germany, Switzerland and France on their bicycles. They were so pleased with this excursion that they determined this year to make the trip upon their automobile, and have carefully made up the schedule.

Mr. Corey and Mr. Fosdick will take turns at the wheel, both being experienced chauffeurs, especially the latter, who has done a deal of road work in this country.

The Corey-Fosdick party is the second American party now touring Europe, and it is quite likely that somewhere abroad during the next month or so these



SIR THOMAS LIPTON IN HIS 12-HP. DAIMLER.

parties may meet. It will be remembered that not long ago Mr. and Mrs. C. J. Glidden, of Boston, started for a long trip in Europe in their 16-hp. Napier. Their schedule in some points coincides with that of the other parties named and a reunion of American automobilists on touring through Europe is therefore not unlikely.

Mr. W. Bramson, a well-known member of the Stock Exchange of London and of the Automobile Club of Great Britain, started last month for a long tour on the continent in two automobiles, both Napiers. In the first car Mr. Bramson was accompanied by his wife and a friend of hers, as well as his head mechanic.

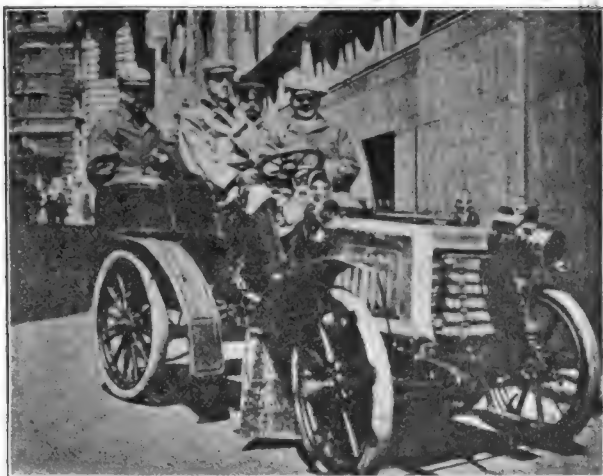
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The second car is used for a luggage car and is steered by his chauffeur, who is accompanied by a valet. The route of the Bramson party is through France and Switzerland, and from the Austrian frontier they will follow the Paris-Vienna race route to the Austrian capital. Mr. Bramson's party will also tour in Italy to some extent.

Sir Thos. Lipton, Automobilist

SIR THOMAS LIPTON, Bart., is the latest enthusiast in the automobiling world. When in the course of human events the Gordon Bennett trophy finds its natural resting place beside the America's Cup, Sir Thomas will doubtless be among those who will be heard of as seeking to wrest back the prize. In such capacity his welcome would hardly be less enthusiastic than in the yachting world.

Sir Thomas recently entertained a party of friends on a most enjoyable and



LIPTON'S GUESTS EN ROUTE TO SOUTHAMPTON.

novel motor and yachting trip combined. His guests started from the Savoy Hotel, London, for Southampton, for a Saturday to Monday visit.

Two motors were employed in taking the party to the Solent. In Sir Thomas Lipton's 12-hp. Daimler, Mrs. T. L. Woodruff occupied the seat beside the driver, and Sir Thomas himself, and Mr. Frederick Gilbert Bourne, of New York (vice-commodore of the New York Yacht Club), were on the rear seat. In the other car, a 12-hp. Panhard, the front seat beside the driver held Hon. Timothy L. Woodruff, lieutenant governor of New York. The rear seat was occupied by Mr. George Alexander, of New York, and Mr. McConnochie, M. P., member for Aberdeen.

The run to Southampton was made in leisurely fashion, the party stopping for lunch at Guildford, and refreshments at Winchester. The start was made

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from the Savoy at about noon, and Southampton was not reached till after four o'clock. At Southampton the whole party embarked on the "Erin," Sir Thomas Lipton's palatial yacht, where they spent the week-end.

Brighton Beach Races To-day

THE long expected Brighton Beach meeting arranged by the Long Island Automobile Club, takes place to-day, Saturday, August 23. While some disappointment is felt at the absence of many noted chauffeurs, still the list of entries is satisfactory assurance of a fine day's sport. The programme of events is as follows:

- No. 1.—One mile heat race for vehicles under 1,500 lbs. 1st heat: steam vehicles. 2d heat: electric vehicles. 3d heat: gasoline vehicles. Final heat: open to winner in each class. Prizes: \$25 to the winner of each heat; \$50 to the winner and \$25 to second in final heat.
- No. 2.—5 miles. Steam vehicles. All weights. 1st prize, \$100; 2d prize, \$50.
- No. 3.—5 miles. Electric vehicles. All weights. 1st prize, \$100; 2d prize, \$50.
- No. 4.—5 miles. Gasoline vehicles, 1,000 lbs. and under. 1st prize, \$100; 2d prize, \$50.
- No. 5.—5 miles. Gasoline vehicles, over 1,000 and including 2,000 lbs. 1st prize, \$100; 2d prize, \$50.
- No. 6.—5 miles. Gasoline vehicles, over 2,000 lbs. 1st prize, \$100; 2d prize, \$50.
- No. 7.—10 miles. Free for all. 1st prize, \$200; 2d prize, \$100.
- No. 8.—25 mile lap race. Open to all classes. \$5 to the first at the end of each mile; \$100 to the winner, \$50 to second.
- No. 9.—Obstacle race. Open to all classes. \$50 to the winner.
- No. 10.—Pursuit race. Open to all classes. \$100 to the winner.

CONDITIONS.

These races will be held with the sanction and under the racing rules of the American Automobile Association.

The course is a regulation one mile track, 80 feet in width.

The starting hour of the races will be 2 o'clock p. m. If the number of entries warrant so doing, heats will be run off in the forenoon beginning at 11 o'clock.

Vehicles to be in racing trim. No restriction as to number of passengers or types.

If the day of the race is a stormy one, race will be postponed to the first pleasant day.

Vehicles will make a flying start.

There will be no prizes awarded in case of walkovers.

No second prizes unless four (4) start.

Contestants must be familiar with the racing rules of the American Automobile Association, a copy of which will be mailed each contestant upon receipt of entry.

Racing Committee: L. A. Hopkins, H. S. Chapin, F. G. Webb, A. R. Parlington, H. P. Hanaford, Secretary.

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The list of entries up to the hour of official closing of the books was as follows:

60-hp. Mors, Homan & Schulz.
60-hp. Mors, A. J. Levy.
40-hp. Panhard, R. A. Rainey.
40-hp. Mercedes, H. F. Harkness.
35-hp. Darracq, Charles D. Cooke.
16-hp. Mors, W. W. Beach.
10-hp. DeDion Racer, Jacques Longuevez.
16-hp. Peerless, Peerless Manufacturing Company.
Howard Steam Racer, Howard Automobile Company.
Cannon Steam Racer, George C. Cannon.
Locomobile, Thomas Holden, Jr.
Locomobile, L. E. Holden.
Locomobile, L. A. Hopkins.
8-hp. DeDion, L. R. Adams.
8-hp. DeDion, Mr. DeCotta.
3½-hp. Crestmobile, C. W. Spurr.
8-hp. Waltham Manufacturing Company, Albert Reiner.
7-hp. Buffalo, Sid Bowman.
15-hp. Winton, Percy Owen.
15-hp. Winton, H. C. Smith.
9-hp. Haynes-Apperson, H. S. Chapin.
7-hp. Oldsmobile, R. M. Owen.
Waverley Electric, F. N. Nutt.
Columbia Electric, L. A. Hopkins.
7-hp. Northern, Homan & Schulz.

Later entries were expected from the club's agents at Saratoga and Newport.

The two first entries on the list include Fournier's record breaker and Tod Sloan's car, both Mors, respectively owned by Homan & Schulz and A. J. Levy. Baron Rothschild's 40-hp. Panhard, recently purchased by Roy A. Rainey, will be an interesting competitor, while the Mercedes, owned by H. F. Harkness, is expected by its owner to more than hold its own with anything on the track. Mr. Cooke's 35-hp. Darracq has a great reputation behind it, which he does not expect will suffer by the day's racing. The 10-hp. DeDion racer, which will have the benefit of Jacques Longuevez's skillful handling, and the 16-hp. Peerless and the two 15-hp. Wintons are expected to uphold national colors against all the foreigners of equal power.

Among the steamers the locomobiles are as usual to the front with three racers which the Messrs. Holden, of New York, and L. A. Hopkins, of Brooklyn, have entered, believing in their speed possibilities. The Howard Company, of Trenton, N. J., have entered their special steam racer, for which great things are claimed and of which much is expected. Speed of better than 55 seconds is said to have been made on a straightaway mile. Mr. George C. Cannon, of Boston, Mass., is bringing his new special racer to try conclusions with the Howard product. Mr. Cannon has been guilty of making miles at the rate of a minute and better and a sprint is sure to result.

Mr. H. S. Chapin's Haynes-Apperson car makes its debut on a racing track

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and should do well. Mr. Owen has shown his confidence in the Oldsmobile by entering his 7-hp. car, one of the best lightweights on the road. The Waverley and Columbia Electrics will do battle for their class and should show some good speeding.

Work on the track has been in progress for some time and it was open for training on Wednesday. The turns are banked higher than they were for the trotters and the oval has been carefully rolled.

Why Chicago Race Was Postponed

Chicago Automobile Club, 243 Michigan Avenue, August 11, 1902.

Editor, *Automobile Topics*, New York:

Dear Sir: The writer, upon his return to the office this morning, noticed an article in your valuable publication addressed to the "Editor of *Automobile Topics*," signed, "A Man from Indiana." It is hard for a man to get of his common words that which would do justice as an answer to this very amusing letter, and I wish to state that "The Man from Indiana" has a seeming grievance that is away off. Let me say also, out of justice to myself, that I was the only man, and absolutely stood alone in my request before the board of governors of the Chicago Automobile Club, that we should not postpone the 100-mile endurance contest, and as far as "So-and-So's" tires are concerned, this is extremely amusing, and never entered into this contest whatever. It may be that "The Man from Indiana's" automobile was not capable of going over the course, and I wish to inform you, as well, that out of twenty-nine starters, nine machines went over this course without a stop, and arrived at the control points exactly to the minute, showing that there are at least some machines made in this country that are adaptable to the worst American roads, of which we have an abundance in this vicinity. Yours very truly,

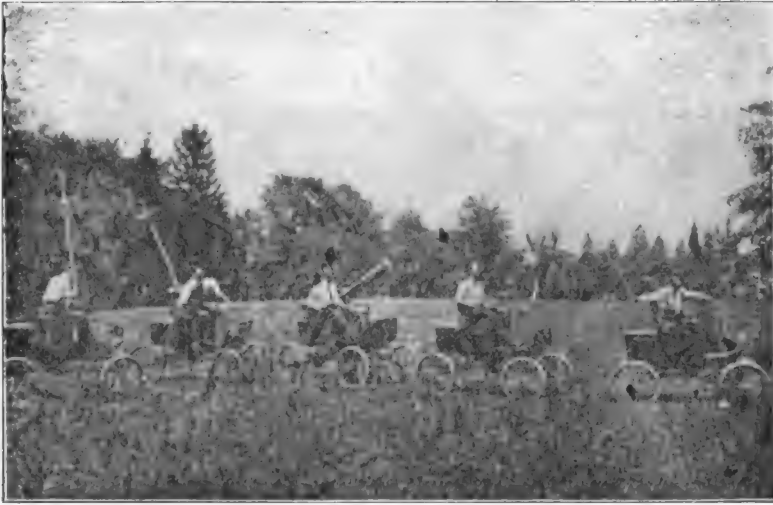
R. H. CRONINGER (Chairman).



AUTOMOBILE POLO. "READY."

Automobile Polo

AN amusing game of automobile polo was played recently on the field of the Dedham Polo Club, of Boston. The players had the regulation mallets, but were seated in light steam runabouts instead of on ponies. No



AUTOMOBILE POLO.—A RUN.

difficulty was found in keeping up a fast game, the ball could be hit with great precision, and the flexibility of control by throttle permitted very skillful manoeuvres. Near side strokes are obviously out of the question on a machine of



AUTOMOBILE POLO.—“SAVED.”

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the regulation type, but with specially constructed bodies, if the wheels were protected by metal guards, it would be quite possible to "ride off" the opposing



AUTOMOBILE POLO.—"A MIX UP."

player and play the ball from any side. Other necessary changes would be the substitution of a wheel for the steering lever, and a narrow single seat of the racing type for the wide touring body. The game of "mobile" polo should not prove as expensive as the regular game. Instead of a string of from four to six ponies, which "eat their heads off" all winter, or else must be sold in the fall



AUTOMOBILE POLO.—"SMART WORK."

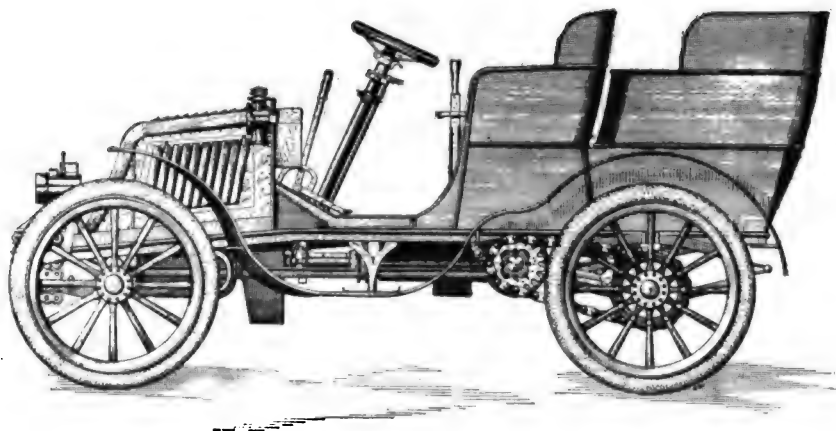
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at a considerable loss, the well-equipped player would need two steam motors, which would not cost more than the price of four good ponies, and should last several seasons with proper care.

By courtesy of the New York Herald we give a few illustrations of this interesting sport.

The Law Gasolene Vehicle

THE Electric Vehicle Company, of Hartford, has arranged for the production of a new line of vehicles. The company has purchased all the inventions of Fred A. Law, who has been making gasolene machines that contain some improvements not found in others. The Law vehicle is equipped with a double-cylinder motor. Four speeds ahead and one reverse are controlled by a



THE LAW GASOLENE CAR, MADE BY ELECTRIC VEHICLE CO.

single lever, with safety locks. The body is entirely independent of the chassis, and consists of three parts. For the regular tonneau is substituted a surrey back. The entire body is supported above the axle by two full elliptical springs in the rear and two half-elliptical springs in front. The distinguishing feature of the new machine is the interchangeability and accessibility of every piece connected with the engine or driving gear.

The company has one of the machines complete and in daily use.

Death of Mr. and Mrs. Charles Fair

WHILE making an automobile trip from Paris to Trouville, on Thursday of last week, Charles L. Fair and his wife, of San Francisco, were killed. The accident happened at Pacy sur Eure, a village about fifty miles from Paris. Mr. Fair was driving the 40-hp. Mercedes, bought from Fournier a

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few weeks ago. Mrs. Fair was sitting beside him, and the chauffeur, Brotey, occupied a rear seat. When approaching the Chateau Buisson du Mai, at a speed of 130 kilos to the hour, the tire of one of the rear wheels gave way. The chauffeur, Brotey, was the first to notice the mishap and he shouted to Mr. Fair, telling him what had happened. At the terrific pace the chauffeur's voice could scarcely be heard, though Mrs. Fair appeared to have caught the meaning of his outcry. As she clasped her husband's shoulder for protection the big machine began to skid and in a few seconds hurled itself against a big elm tree on the roadside. Mr. and Mrs. Fair were both killed instantly, the chauffeur was thrown twenty feet away into a ditch, while the automobile itself was wrecked. The wife of the gatekeeper at the chateau was the only witness of the disaster, but before she reached the spot both victims were dead.

Chauffeur Brotey in an interview gives this account of the accident:

"When we left Trouville," said he, "Mr. Fair was suffering from bronchial catarrh. He coughed frequently on the road, and during the fits of coughing his face was much congested, evidently producing slight dizziness. He had just been coughing when I noticed that the tire of one of the hind wheels was deflated.

"I realized the danger, and, jumping to my feet and leaning forward, I shouted in Mr. Fair's ear, in English: 'Stop quick! Tire no good!' Mr. Fair glanced back, but he did not reply. Apparently he tried to stop, but in doing so he must have made the wrong steering movement, as the machine swerved across the road and went in a straight line for a tree.

"Mrs. Fair, as she saw the direction the automobile was taking, clasped her husband's shoulders with her arm and turned her face back toward me with a look which said plainly: 'We are lost.' The next moment came the crash, and I was thrown into a field beside the road and stunned.

"When I recovered, which I did quickly, I limped to the side of my master and mistress, and with the help of the chateau gatekeeper's wife extricated the bodies from the wreck.

"They both seemed to be dead, but I was in such a dazed condition from shock and so affected at the ghastly spectacle presented by the wounds on the heads of both victims that I did not notice whether either moved or not.

"The gatekeeper's wife said afterward that Mr. Fair moved his foot and that his wife moved her hand as they lay on the ground, but I did not see the movements. The woman did not say whether Mr. Fair or his wife stirred last."

The bodies were brought to Paris on Saturday and deposited in the vault of the Church of the Madeleine until they are shipped to the United States.

What She Shall Wear

THE question of dress for lady automobilists is one not to be approached by mere man. Parisian modistes were driven half crazy in the early automobile days devising a suitable apparel by which the fair sex might be induced to look with favorable glances on the horseless carriage. Automobile fashion is

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NEW MOTOR HAT, WITH REMOVABLE HOOD.

ing will make his or her fortune, and I really believe that the feat has been accomplished by Mrs. Elliot Vaughan, who has patented her invention. This bonnet is still more or less unknown and I predict a great success for it, speaking from personal experience of the utter futility of ordinary headgear while rushing through the air at thirty miles an hour. Bonnet pins are utterly inadequate; huge veils tied over the face and neck are ruination to the hat underneath it. No; we most certainly are in need of an entirely new

recognized beyond question in European capitals, but so far the fair sex in this country has not arrayed itself in any especial garb for automobiling.

We present this week a few types of headgear on which fashion has stamped its permit. One of these, the invention of an English woman, has elicited this criticism from an authority in Europe:

"I have always said emphatically that the man or woman who invents a motor bonnet which shall be at once useful and really become-



TUSCAN STRAW HAT.

AUTOMOBILE TOPICS



HAT OF RED AND FAWN SHOT SILK.

form of headgear for the purpose of motoring, and I advise you to invest in one of these charming capotes at once while they are still such an absolute novelty. Imagine a close-fitting Marie Stuart shape curving prettily round the face and composed of white cloth, while the trimming which forms a part of this dainty bonnet consists of rather wide wing-like sides of fawn velvet relieved with lace insertion. It is peaked in front and lies softly on the fringe, protecting it from untidiness, while it fastens under the chin

with ribbons which can be twisted and tied in any shape to suit the wearer's taste. I saw the same shape carried out in mauve panne, the wings trimmed with sable and lace; and another of gray and mauve crêpe de chine, a large pearl ornament forming the Marie Stuart center. But, of course, those who like something rather more severe can have the little bonnet fashioned of whatever they may prefer."

The other illustrations of hats will be self-explanatory.



SOFT GREY STRAW HAT.

Sport and Utility

A FORM of guarantee has been issued by the National Association of Automobile Manufacturers and will be adopted as a standard by motor vehicle makers. It reads:

We warrant all goods furnished by us for sixty days following the date of their shipment, based upon the date of invoice covering the goods, this warranty being limited to the replacement in our factory of all parts giving out under normal service in consequence of defect of material or of workmanship.

If the circumstances do not permit that the work shall be executed in our factory this guarantee is limited to the shipment, without charge, of the parts intended to replace those acknowledged to be defective.

It is, however, understood that we make no warranty whatever regarding pneumatic tires or the batteries.

We cannot accept any responsibility in connection with any of our motor cars when they have been altered or repaired outside of our factory.

We are not responsible to the purchaser of our goods for any undertakings and warranties made by our agents beyond those expressed above.

We wish it distinctly understood that we make no warranty of our goods except as stated above, but desire and expect that customers shall make a thorough examination of our goods before purchasing.

The N. A. A. M. Executive Committee also announces that it has completed negotiations with the management of the next British show in London for an American exhibit, under the auspices of the association, whereby members can show sample vehicles at a very moderate total expense, including transportation.

F. E. Ames, son of ex-Governor Ames of Massachusetts, has recently purchased a Loco-Stanhope B. This is his third locomobile.

The Paris-Vienna lunette is the latest in the way of automobilists' eye shades or goggles. It is contended that double glasses tend to impede vision, besides becoming more easily clogged by dust particles. To obviate this the "Paris-Vienna" has a single window, through which the chauffeur may see in any direction without the impediment of glass rims, etc.

An automobile driver is limited in speed to seven miles an hour; a bicycle rider is permitted to ride the sidewalks without limit to speed or the rights of pedestrians—*Dallas (Tex.) Herald*.

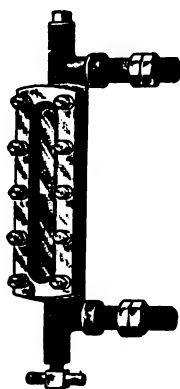
In "Naughty Nancy," with which Miss Cissie Loftus will open her season at the Savoy, London, in September, a motor car elopement will be an important incident. Miss Loftus is an expert motorist, having driven a car for two years. An automobile played a star part in last season's Drury Lane melodrama, which will shortly be seen in America.

At Lexington, Ky., Frank Sloan, owner of several race horses, issued a challenge, or rather offered to accept one made by Carl Fisher, the automobilist, to run

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one of his horses against the auto during the Elks' Fair for a wage of \$250 a side. Fisher has arranged to engage in a race against a black mare owned by Harbison. The terms of the race are that the auto is to go a mile while the horse runs three-quarters. Frank Sloan offered to run Queen Frieze three-quarters against the auto's mile for \$250, or to run The Creeper a mile against the auto's mile and a quarter on the same conditions. Mr. Fisher did not accept the wager, saying that he preferred to know more about the ability of the horses named before he would agree to such a race. The best time the auto has shown so far is a mile in 1:17, while Queen Frieze has a mark to her credit of three-quarters in 1:15.

A water gauge, by which it is claimed no mistakes are possible, is the Reflex Water Gauge (Klinger's patent). By a peculiar shape of the observation glass the water always appears black, while the steam shines with silvery luster. The Reflex Water Gauge consists of a metallic casing, capable of standing high pressure, which may be attached to any existing boiler mounting. Into this casing is inserted an observation glass, $\frac{1}{2}$ to $\frac{5}{8}$ inch in thickness, of specially hardened glass, which will not break, even under the most sudden changes of temperature, and which will resist a very high pressure. This observation glass is so shaped that it will reflect the light in that part of the gauge containing the steam, whereby this part of the glass becomes opaque, and of a bright luster. In that part of the gauge containing the water the light is not reflected, but passes in a slight deflection to the rear of the gauge. The glass being transparent in this part of the gauge, the water will appear the dark color of the background of the casing. Price, \$12.



Henry C. Cryder, receiver of the Automobile Company of America, will sell at auction on Monday, September 8, at 11 a. m., all the property of the company, at its premises, Westside avenue, Jersey City, N. J. The sale includes the main building, three stories in height, which has about 8,316 square feet of floor space, with elevators, engines, boiler, machinery, etc.; the secondary building, two stories in height, with about 2,664 square feet of floor space; also a small oil house, 5 x 10 feet. There are several new finished automobiles, some second-hand, and several in process of construction, besides much unmanufactured stock. Permits to enter the premises may be obtained on application to Charles L. Carrick, Special Master in Chancery, at his office, No. 15 Exchange place, Jersey City, N. J.

A cable from London states that one of the Locomobile Company's regular models won a cup at Lisbon, Portugal. It appears this cup was offered by the King of Spain, and the race was ten miles in length. The carriage won in good shape, beating a considerable number of large gasolene cars.

One of the best equipped repair shops in the country is the Newport Engineering Works, at Newport, R. I. Besides being possessed of all modern mechanical appliances for repairing steam and gas engines, the works are further

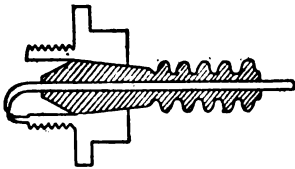
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equipped with a complete stock of automobile accessories and parts, while expert mechanics are on hand to execute quick repairs.

A new automobile ordinance has been passed by the Long Branch Commission, making the maximum rate of speed ten miles an hour; but in the business portion of the town, and West End, speed is not to exceed six miles an hour.

Cure for Foul and Charred Sparking Plugs

FOULING or charring of sparking-plug points used on internal combustion motors may be attributed to the too liberal use of lubricating oil, which gets past the piston and into the combustion chamber. The ignition of the charge burns it up, the result being that carbon deposits on the points. It



—CORRUGATED INSULATOR.



—HIGH INSULATION AND PROTECTED CORE.

sometimes bridges them across, and short-circuits the spark. Another prolific cause of charring is a mixture too rich in gasolene. To clean, saturate an old tooth brush in gasolene, and rub the points gently so as not to bend them, but still enough to cleanse thoroughly.

There are several patterns of connection terminals in use. The De Dion pattern is well known. A rather more convenient pattern is that in which the wire is clamped under a thumb screw. Two milled nuts which screw on to the insulated stem, the wire being clamped between them, are often used.

It is self-evident that the greater the amount of insulating surface exposed, the less will be the loss of current. There should always be a good length of insulation between the terminal and the metal shell which screws into the combustion chamber. A further improvement may be made by corrugating the surface. This could be done without further increasing the length. This method is sometimes employed on electrical apparatus where an extra high grade of insulation is required.

Again, a plug should be designed in such a way that it will operate effectively in wet weather. Trouble is sometimes experienced through partial short-circuiting when the plug is exposed. Two illustrations are given herewith. In the protected figure, the second, the insulation could well be made somewhat on the lines of a telegraph insulator, with an internal core, and an external protecting sleeve. A small cap of some non-conducting material could be easily placed over the end, and thus keep out the wet.

Where a magneto dynamo is used as the source of electrical energy, the "wipe" or break spark is used. In these a moving finger or contact completes the circuit with an insulated metal stem mounted inside the combustion chamber. When the finger breaks, a spark is produced between it and the insulated stem. This fires the charge. The moving finger is operated by a lever and cam movement on the motor shaft.

Another point to be remembered is that the length of spark a coil will give

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in air at the ordinary pressure must not be taken as a sure criterion of the distance the spark will jump in the combustion chamber of the motor. The length of spark varies according to the nature of the gas and the degree of rarification or compression to which it is subjected. By the use of a simple piece of apparatus, known as a spark tester, a very clear idea as to the suitability of any coil for sparking a motor can be obtained. A coil giving a three-eighths-inch spark in the air should be capable of jumping a half of a millimeter ($1/50$ th inch) with a pressure of gas of about 70 pounds to the square inch. One-fiftieth of an inch is, however, too small a space to leave between the points, as it would be too liable to short circuit with a particle of soot.

Good metallic contact between the plug shell and the motor should exist at all times. In the course of time a hard, glossy coating of burned oil becomes lodged in between the surfaces, and insulates them, thus interrupting the connection to the negative wire of the coil. This should be cleaned off by washing with gasolene, and rubbing with emery cloth, when the surfaces will become bright. The plug ought then to spark satisfactorily, if everything else is in order.



TOLEDO STEAM CARRIAGE DRAWING THREE WAVERLEYS, EACH CARRYING LOAD OF 250 LBS. FROM FERRY TO BROOKLYN STORE OF THE INTERNATIONAL MOTOR CAR CO.

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

E. E. SCHWARZKOPF, *Publisher.*

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VOL. IV. No. 19

NEW YORK, AUGUST 23, 1902

PRICE TEN CENTS

AUTOMOBILE TOPICS is published weekly, by Automobile Topics, No. 29 West 42d Street, New York. Subscription price, \$4.00 a year in the United States and Canada, or in foreign countries within the Postal Union, \$6.00 (gold) in advance. Advertising rates may be had on application.

Cable address—AUTOTOPICS, NEW YORK.

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Telephone—4715-38th Street

Wagered their Lives and Lost

THE shocking accident by which Mr. and Mrs. Charles Fair were hurled from their automobile to sudden death has cast a gloom upon the automobiling world. To the relatives of the unfortunate young man the sympathies of the entire community will go out. If ever there was an instance for the exercise of that kindly consideration which knows "de mortuis nil nisi bonum," it is surely here. The prospect of sordid litigation over the young man's share of his father's fortune, reviving as it must inevitably do, memories which were better buried beneath the shadow of death, will not tend to alleviate the situation. For all concerned it is to be hoped that these matters may be arranged without the annoyance of a lawsuit, and that for once at least the possession of wealth may not debar its owners from that privacy from vulgar gossip which is the privilege of the ordinary citizen.

Unfortunately, however, there is another phase of this painful affair which cannot be passed over in silence. The social prominence of the victims of the accident has entailed a wide publicity which reflectively has been harmful to the automobile industry. Hairbrained motorphobiacs to whom the automobile under all circumstances is nothing but a death dealing juggernaut, have positively hailed the accident with ghoulish glee as confirmation stronger than Holy Writ for all their assertions. Even the unprejudiced public, whose attitude toward the auto-

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mobile has ever been marked by that timidity which is the firstborn of ignorance, has been shocked into positive hostility over the matter. Suggestions of anti-automobile legislation have been forthcoming from quarters hitherto half friendly or at least indifferent to the industry. This was of course inevitable, though in the light of cold logic, hardly consistent or just. To the motorphobiacs nothing can be said to change their opinion. In fact, it is questionable whether their opinions, one way or the other, would be of any consequence, except that they are such vociferous creatures whose clamor, like that of cats on a back fence, is a nuisance. But to the unprejudiced non-automobiling public a little consideration may show the injustice of condemning the automobile per se for this mishap. Here was a young man, whose past recklessness has been the cause of many warnings from his friends, driving a powerful machine at top speed along a country road. Seated by his side was his wife, whose presence must have aggravated the danger at the moment of supreme peril. While rushing along at an insane speed an accident happened to one of the rear tires. The chauffeur's cry of danger, scarcely audible in that whistling pace, reached the ear of Mrs. Fair, who, woman like, at once clasped her husband's shoulder for protection. Trebly harassed then, with a swift speeding machine getting beyond his control, a broken tire and a woman's clinging embrace, the unfortunate young man could only have escaped by a miracle. But instead of a miracle, there came the wayside tree, a crash, and two lives crushed out of being. The result was terrible, but hardly unexpected. Indeed, the marvel of such a trip would have been its ending without mishap. Crossing Niagara on a tight rope would hardly be less hazardous nor more certain of a fatal ending in the event of a slight misstep. Poor Fair tempted fortune once too often and lost, paying his life for the penalty. But to lay any of the blame, direct or indirect, for such an ending on the automobile itself, would be no more senseless than holding Niagara responsible for the fate of foolhardy victims who have wagered their lives against its perils and lost.

If You See It In The Sun, It's So

IN an editorial on Imported and Domestic Automobiles, the New York Sun says: The report that over three hundred automobiles of French manufacture, aggregating in value \$1,000,000, are to be delivered within a year from the present time to a large motor vehicle concern in New York, for sale in this country, cannot fail to affect somewhat the temper and plans of our own automobile makers.

The statement, accompanying this announcement, that the machines in question will be sold at prices ranging from \$4,000 to \$12,000 is not uninteresting, inasmuch as it indicates to the experienced in such matters that the big consignment is likely to be made up largely of the models for which the French manufacturers have for some time been famous, namely, those of the heavy, high-power variety. Undoubtedly, the shipment will contain, also, specimens of lightweight vehicles, such as surreys and phaetons and runabouts, to which the Frenchmen have paid more attention in the past twelve months than ever before; but it is safe to assume that vehicles of the sort first referred to will predominate.

Will this immense importation of foreign-made automobiles serve, to any con-

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siderable extent, to depress the automobile industry in America? In other words, will the French product suffice, in a large measure, to supply the demand for horseless carriages on this side of the ocean and, consequently, interfere dangerously with the business of our own manufacturers? Let us see.

Five years ago the automobile was looked upon in the United States more as a curiosity than anything else, and all the vehicles of that sort here could be housed under one roof. A year later they could be counted by the dozen. In 1899 the total rose into the hundreds. In 1900 there were from 1,000 to 1,500. Last year there were at least 2,000 machines in New York alone, and from 3,000 to 5,000 throughout the United States; while to-day those in a position to judge intelligently of such things place the entire number of automobiles in use in the United States at 12,000.

In view of these numbers and the ardor of the present demand for the machines, is it unfair to assume that statistics at the end of 1903 will show that the total of to-day has been doubled? Anyone who is inclined to doubt the accuracy of this estimate should read the current reports from a few of our prominent summer resorts, where, we are told, automobiles "are the rule" and other vehicles the exception.

What will an importation of a few hundred machines amount to, under these circumstances, admitting that the scheme of the importers is carried out and proves successful? Why, if the vehicles representing this entire consignment were to be sold in Manhattan there would still be room in this borough for ten times as many more. With their well-known reputation for honesty and sagacity, and their ability to appreciate and readiness to adopt whatever is found to be valuable in automobile construction, the American manufacturers have nothing to fear from outside competition. In the colloquial phrase, it simply is "up to" them to keep busy.

Justice Not Always Blind

THE verbatim report of the hearing of the charge against Mr. Peter Van Vlissengen, of Chicago, for speeding his automobile within the sacred precincts of Glencoe, has just been received. It reads so much like a fanciful sketch, "Where Justice was Blind," which appeared in *Automobile Topics* a few weeks ago, that it is reproduced. Mr. Van Vlissengen conducted his own case.

The defendant in the case pleaded not guilty to the charge of exceeding the speed limit of eight miles per hour on the Sheridan road in the village, last Saturday. Policeman Hall was the first witness.

The youthful officer testified that Mr. Van Vlissengen was "going too fast," and that he had no watch to time him.

"How fast was I going?" queried Van Vlissengen.

"You were going faster than a man walking six miles an hour," said the officer.

"Can you walk six miles an hour?"

"Yes, if there is money in it."

"How many feet are there in a mile?"

"I can't say as I know."

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"How many rods?"

"Dunno."

"Did you tell a man named John Knight that you arrested me because I got too funny?"

"Can't remember."

"Were you present this morning during a conversation between the mayor, Mr. Knight, and your father, in which the mayor said he was after these rich Chicago fellows with automobiles, to fine them, so that the village would have more money with which to improve its roads; and did not the mayor say that the more the rich men kicked, the more he would 'soak' them?"

"No, I didn't hear it."

Mr. Van Vlissingen then called the other policeman.

The officer was asked if he did not signal his comrade to arrest the defendant because the latter's hired man, sitting in the rear of the machine, had laughed when he stopped them, and had waved his hand.

He admitted that the hired man's hilarity had something to do with it.

"Do you know how many feet there are in a mile, Mr. Maloney?"

"No, I couldn't say."

"Do you know how far a quarter mile is?"

"Well, I can't rightly say that I do."

"If I was going too fast it was your duty to arrest me when I almost stopped by your side, was it not?"

"Yes, it was; but I thought I'd let you go."

"Oh, it was just a special favor to me because I was a good-looking sort of chap, then? In speaking of me as a rich man, did you hear the mayor say that he was after rich men?"

The question was ruled out.

The mayor of the town was then called, and after taking a long drink of ice-water, he mounted the witness stand, comfortably seating himself.

The mayor's name is Dennis.

"Mayor Dennis, did you not say that you knew I would fight this case hard, and that the more I kicked, the harder I would be 'soaked' for a fine?"

The mayor stretched out a long arm at his interlocutor, and jumped to his feet excitedly.

"Say, I'll bet you \$100 to \$5 that I didn't. I'll make it \$150 to \$5," was his answer.

The case came to a stop for a minute because of laughter.

Mr. Van Vlissingen's counsel, John C. Williams, summed up the case for his client. In his flood of oratory he urged that witnesses had committed perjury, that the whole story told by the policeman was nonsensical, and that the village authorities were simply trying to "bleed" Chicago automobile owners.

"That is talk to the galleries and the newspapers, pure and simple," the village attorney exclaimed.

"My client ought to be discharged, and should have the apologies of the village officer of Glencoe," said Attorney Williams.

"How would you have them, on a silver platter?" inquired Mr. Barnett.

The apologies, however, were not forthcoming with the prisoner's discharge,

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and after a general distribution of cigars, and handshaking, Mr. Van Vlissingen announced his intention of suing for malicious arrest.

The village attorney said it was not a question of vindictiveness at all, but that it seemed to be "a case of running up against a man who was not accustomed to being stopped in anything."

Clubs and Associations

THE Automobile Club of America is continuing its good work in the way of furnishing sign posts along public highways. Within the past week a number of iron sign posts have been placed in position between New York and Bridgeport at the principal intersections of highways via the Boston Post Road. These sign posts will be found invaluable not only to automobilists, but to travelers of all sorts.

The rules for the coming Reliability Run of the Automobile Club of America to take place on October 9 have been made by the committee in charge and are now



SO FAR AND NO FURTHER.

Toledo Steam Carriages on the Shore of the Pacific.]

in the hands of the printer. They will soon be issued and seen by all persons interested in this most important event upon the calendar of automobilism. The rules are similar in character to those of last year, but experience has made it evident that in some points the rules must be more stringent, and especially in relation to

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repairs. The rules relating to watches along the route have been changed to some extent and there have been other minor changes. A. R. Shattuck, president of the Automobile Club of America, has offered a prize for the car making the best record in the run. The record will be made up by deducting one minute for each involuntary stop made by a car during the six days of the journey. Speed will not be considered in the reckoning. It will be known as the President's Prize.

Colonel James T. Soutter, president of the Massachusetts Automobile Club, and members of the Racing Committee of that organization met the directors of the Boston Gentlemen's Driving Club last week at Readville to confer regarding the proposition of the former to hold races on the Readville track on or about October 11. The Readville directors discussed the matter among themselves, and later announced that they heartily concurred in the idea of the Automobile Club holding races at the track.

While the Readville track had not been tested, it looked as if it might serve well for automobile racing. The curves are well adapted for running cars rapidly. Colonel Soutter has invited a number of leading amateurs, including Mr. Vanderbilt, and is negotiating with several professionals for events which will be made popular features. It is expected that about one hundred carriages, representing the Automobile Club of America will be at the meet and if the Massachusetts club decides to admit members of that organization to the racing events—which question will be decided within a few days—it is probable that a number of New Yorkers will send over their fine racing vehicles to compete.

The managers of the automobile race meeting at Glenville, Ohio, September 16 have arranged the following program:

Five-mile race for steam vehicles, five-mile race for gasoline vehicles, 1,000 pounds and under; five-mile race for gasoline vehicles, 2,000 pounds and under; five-mile race for electric vehicles; ten-mile handicap for winners and seconds in first two races; twenty-five-mile, open to all classes and weights; pursuit race, limited to twenty minutes; ten-mile handicap, open to all classes.

Special events—The "Winton bullet," the Baker cigar shaped electric and Clem Collins' tricycle will go against time.

All the prizes will be silver cups.

At a dinner given in honor of the Road Committee of the Essex County Board of Freeholders by the Automobile Club of New Jersey at Pompton Plains nearly every member of that board went on record as favoring the granting of a speed of twenty miles an hour to automobiles outside the limits of the city. Some were outspoken in their favor of granting a speed of thirty miles, while the most conservative ones would agree to a limit of only twenty, with a possible addition of five miles if thought proper. The trip to Pompton Plains was made in automobiles, the members of the Board of Freeholders agreeing to put on all speed. In fact, several of them suggested faster speed, remarking that it was no fun riding slowly. In speaking of the matter, W. J. Stewart, secretary of the New Jersey Automobile Club, said that it was the purpose of the club to clearly demonstrate the mechanism of the automobile to the Board of Freeholders and to show them the exact extent

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A ROUGH RIDER.

to which the machine could be controlled. "The board," he went on, "is about to pass an ordinance regulating the speed of the vehicle, and the fifteen-mile limit outside of the boundaries of the city is too slow. We are willing to abide by the allowance of eight miles an hour in towns, but can see no reason, as we have the machine absolutely under control, why more speed should not be allowed on the country roadway, especially when the fact is taken into consideration that you can stop an automobile going at its highest rate of speed within its own length, which is quicker than you can pull up a horse going at the rate of ten miles an hour."

The Automobile Club of America has contributed \$100 to the Smith Infirmary on Staten Island for the care rendered to those persons who were injured in the accident during the speed trials on May 31.

The Automobile in Society

MISS ALICE ROOSEVELT, daughter of the President, left Newport on Monday last with Miss Ellen Drexel Paul, of Philadelphia, in the latter's automobile for a trip to Boston. Miss Paul is an expert chauffeur, operating a Panhard with skill, and it was in this machine that they made the trip to Boston.

They left the Casino at 11.45 and a large number of friends waved them adieu as they started on their journey of seventy-five miles. Both young ladies wore white duck costumes and they hoped to reach Boston early Monday afternoon, as Miss Paul's machine can make about forty-five miles an hour.

They covered seventy-four miles in six hours, arriving at the Lee mansion in Brookline at 6 p. m. The trip through the various towns was run at the required speed of eight miles an hour, but Miss Paul speeded the car at twenty-five miles an hour when they were in the open country. The run was made without an accident, and the girls report the roads in excellent condition.

Over the winding roads from Newport to Fall River the machine was driven at a slow pace. They arrived at Fall River at 2.45 p. m., stopping only for a glass of soda water. From that place on Miss Paul took advantage of every clear stretch to speed the machine. A man at Stoughton informed



THE SHORTEST WAY AROUND.

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a number of townsmen as to who were in the auto and many hurrahs followed.

Mrs. Lee, Miss Roosevelt's aunt, was informed by telegram of the approach of the automobile from Sharon, and when the machine turned into the grounds she was there to greet them.

Mr. Courtlandt Field Bishop, of New York, with Dr. William W. Baldwin, of Rome, Italy, made an automobile run from Lenox to Bennington, Vt., last week. Mr. Bishop is touring about one hundred miles a day now through Berkshire roads.

Mr. and Mrs. Charles Tremain, of New York, have arranged to make an automobile tour through the Berkshires and to spend the latter part of September at Greenwich, Conn.

General Horace Porter and his party recently made a trip from Aix to the Grande Chartreuse in an automobile.

At the famous French watering place the three words Trouville, Deauville and automobile are now being continually rhymed, because the place is fairly swarming with chauffeurs and chauffeuses. Great preparations are being made for the kilometre contests on August 26, and all the prominent automobilists are to be there. Over one hundred entries have been made already, including Mr. Jarrott, the Englishman who won the Ardennes race.

The late General and Mrs. Lucas Meyer were guests of the Earl of Onslow at Clandon Park, near Guildford, before leaving England. They frequently rode on the Earl's car, and greatly enjoyed the rapid motion. "Mobility is a good thing," the General is reported to have said, with his eye presumably on the tactics of his brave army, "but automobility is the superlative of it."

An automobile parade was held at Asbury Park in connection with the Sportsmen's Show in the Beach Auditorium last week. There were twenty machines in line, and the decorations in several instances were elaborate. The first prize went to Mrs. Charles R. Seacharis, of Asbury Park, whose automobile was trimmed with white and pink ribbons and flowers. The second prize was awarded to J. P. Hickman, of Asbury Park, whose machine was trimmed with the national colors.

An adventurous trip was undertaken last week in an Oldsmobile run about by Messrs. Rodolphe Forget and A. J. de B. Corriveau, of Montreal. Leaving Gil Mont, Mr. Forget's summer residence at Ste. Irene, in the afternoon, the two automobilists proceeded through the hills towards Murray Bay. The distance to be covered was between nine and ten miles, but the mountains and hills were among the most precipitous in the Laurentian chain. The grades at some places

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were from forty-five to fifty per cent., with curves within a few feet of precipices. The ground was rough and full of ruts. The driver, Mr. Corriveau, kept perfect control of the machine throughout, and no difficulty whatever was experienced in climbing down the sides of those precipitous hills. A few miles before reaching Murray Bay, however, a slight mishap occurred, through the breaking of the starting sprocket and worm gear. The party arrived at Murray Bay without further mishap, and everyone there was astonished that such a trip could have been successfully made with an automobile.

The Horseless Knight

THE knight errant of former days was a cavalier, and came to the rescue of fair damsels astride a prancing charger. Autres temps, autres mœurs; the chivalrous man to-day comes to hand at the critical moment in an automobile, and is none the less a hero. The episode occurred in Schenley Park, and, according to the newspaper accounts, it was very thrilling for a moment or two, quite as dramatic, indeed, as if it had been enacted at some lonely castle in the days of knighthood. Two young women in an automobile were running away—involuntarily, of course—and the hero, also in an auto, perceiving their dilemma, dashed after them full speed. The runaway machine had a good lead, and seemed to be working up to a terrifying speed, threatening disaster when it should collide with any obstacle in the way. But the hero was sure of his machine, probably patted it affectionately, and bade it do its best for the fair ladies' sakes. At any rate he gave it a full head of steam (this at the moment former heroes gave full rein and sank the spurs to the rowels) and soon came alongside the runaway. Then he leaped. Ancient or modern, the hero ever leaps; no invention, not even automatic wings, will ever rob him of that dramatic joy. So this automobile hero leaped, and landed in the runaway vehicle, and seized the power brake of one or the other of the levers which make the modern motor vehicle look like the interior of a switch tower, and brought it to a standstill. The damsels descended, pale and thankful; the hero bowed low, and saw them off for home on a trolley car, whose paid chauffeurs are very trustworthy, and not given to runaways, and hitching the now thoroughly subdued machine to his own, trailed it shamefully home.—*Pittsburg Index*.

Automobilists and Their Rights

THE time for a proper understanding between the north shore authorities and the automobilists seems to have arrived. There is no reason why the mayors of the suburbs and directors of the automobile club should not come to an agreement which will be satisfactory to all parties concerned. There is every reason why the present state of affairs should be discontinued.

On the one hand the local authorities of the suburbs which are penetrated by

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Sheridan road have cause for complaint against automobilists of the "scorcher" class. On the other hand, automobilists who are not "scorchers" have cause for complaint against the annoyances to which they are subjected by those authorities on the presumption that all automobilists are alike, and that all should be treated alike.

The drastic measures resorted to by Mayor Dennis of Glencoe last Sunday may or may not have been entirely legal, and the indignation expressed by the automobilists who were stopped and reprimanded or fined may or may not have been justifiable, but in any event there is a way in which such proceedings, as well as the occasion for them, may be rendered wholly unnecessary.

The automobile club is composed of gentlemen who have no desire to trespass upon the rights of others, and who are sufficiently intelligent to know when they are violating the law. We take it that the great majority of automobilists disapprove of "scorching" and heartily condemn the "scorchers" who have created so much ill feeling against the horseless carriages all along the north shore. Let the representatives of these gentlemen confer with the local authorities and arrive at an understanding as to the enforcement of reasonable regulations.

All the latitude consistent with the safety of life and limb should be allowed the automobilist. The roads are as much his as anybody's. His rights must be considered as well as those of the residents of the suburbs. The latter enjoy no exclusive privileges.

The right of the automobilist to free and unobstructed passage over the roadways of the north shore cannot be abridged by the mayors, provided he is not interfering with the rights of others. The man in the automobile can obtain redress if he is subjected to any hardships not usually imposed on the man in the buggy, the man on horseback, or the man on foot.

The automobile has come to stay, and narrow prejudices against it will not count in the eyes of the law. The disposition to excite feeling against it by calling it a "devil wagon" should not be encouraged or tolerated in respectable communities.

The main thing is effectually to suppress the reckless "scorcher." The automobile club can help the local authorities to do this, and with this accomplished there should be no further trouble on the north shore or elsewhere.—Chicago Inter-Ocean.

Trade Notes

[Insertions under this caption 3 cents per word; minimum 50 cents per insertion. Payment must invariably be made in advance—in postage stamps if desired—as no accounts can be opened for this class of advertising.]

PURCHASERS for imported and domestic automobiles constantly on hand. Those desiring to sell can make quick deals. R. E. Jarrige, Yacht and Automobile Broker, 523 Fifth Ave., New York. Telephone, 6029-38th.

FOR SALE.—1901 Winton, with 1902 improvements, fine condition, \$750.00. Dr. Cahall, 154 West Cheltenham Ave., Germantown, Pa.

The Only Correct Automobile Clothing

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248 WEST 23d STREET...

...NEW YORK

LOCOMOBILE CO., San Francisco, Sole Agents for the Pacific Coast.



This Stylish Outfit

As represented in this cut, consisting of the new style Prince Albert Automobile Cap, French Kid Double Breasted Coat, and Knickerbocker Pants and Leggings, was purchased in Paris by a well-known gentleman of New York. Upon investigation it was proved by Demmeerle & Company that they manufactured this very outfit, and exported same to Paris in quantities to the house where this outfit was purchased.



This French kid

Norfolk Jacket

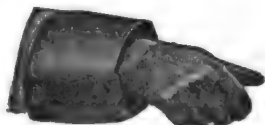
is the most complete and handsomest coat for automobilists' attire, which is the only correct gentlemen's coat in the market.



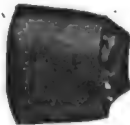
We make the only correct leather weight

Automobile Caps

of almost any style and description of material and all colors.



Gauntlet in use.



Gauntlet as it is.

BWARE OF IMITATIONS.

None genuine without a label inside of cuff.

Anyone selling our Gauntlet without our label will be prosecuted according to law.

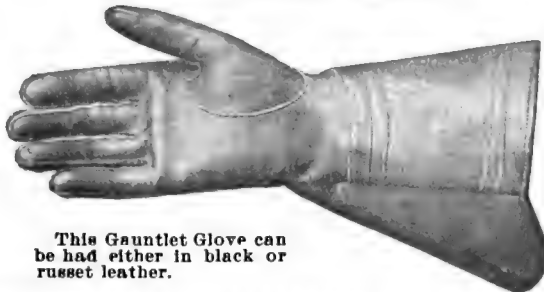
OUR PATENTED AUTOMOBILE GAUNTLET

is a new idea. Has proven a great comfort by fitting closely around wrist, excluding dust, rain and draughts, as well as protecting the coat sleeve, and has a stylish appearance. Made in fine Mexican kid, black or tan.

We are the only house which carry a complete assortment of imported

Automobile Eye Protectors

of every description.



This Gauntlet Glove can be had either in black or russet leather.

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In Chancery of New Jersey Receiver's Sale at Public Auction

OF

Entire Property and Plant, Complete of Automobile Company of America

Including Lands, Buildings, Machinery, Fixtures, Tools, Stock manufactured and unmanufactured, Choses in action, and Rights and Credits

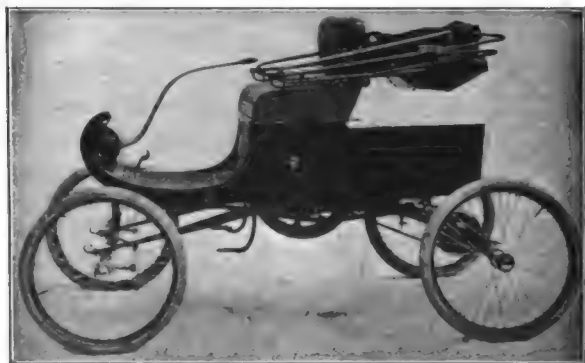
On MONDAY, SEPT. 8, 1902, 11 A.M

On the Premises, corner West Side Ave. and Broadway, Marion, JERSEY CITY, N.J.

Permits to inspect the property may be obtained from the Master at his office. Send for Descriptive Circular

HENRY C. CRYDER, Receiver

CHARLES L. CARRICK, Special Master in Chancery, 15 Exchange Place, Jersey City, N. J.



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Price \$650. F. O. B. Detroit

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Quaker City Automobile Co., Philadelphia.
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Western Automobile Company, Cleveland, O.
William E. Metzger, 254 Jefferson Ave., Detroit, Mich.

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To avoid disappointment place your orders early as the demand is large.

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DARRACQ

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HAYNES=APPERSON

The most practical automobile in the world

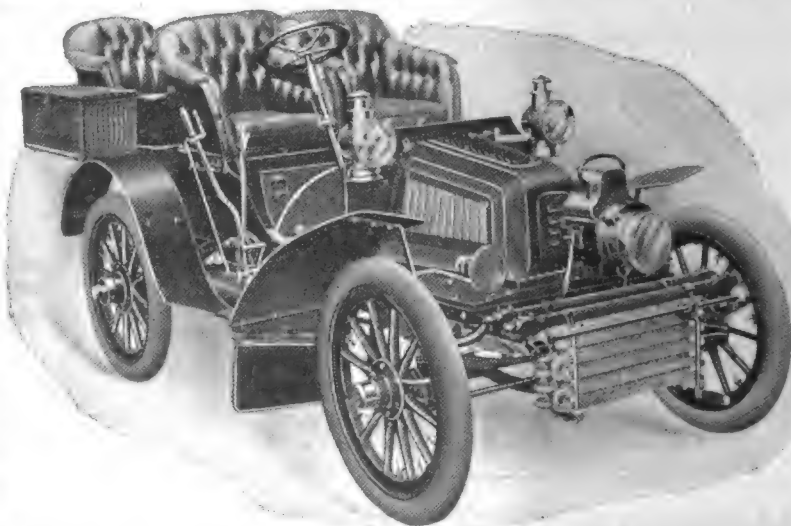


Runabout, 6 horse-power, 2 passengers.	\$1,200
Phaeton, 9 " " 2 " "	1,500
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The Most Up-To-Date American Automobile, Embodying the Best French Improvements

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**LARGEST AUTOMOBILE
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Sole Agents for
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State of Penna. for
the

**PEERLESS
TOURING CARS**

Catalogue and Prices
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We only entered one car, namely, one of our \$650 models. This car won a blue ribbon—100 per cent.; in other words, a perfect record.

It is certainly the biggest bargain ever offered in automobiles; the only low-priced car which can be used successfully on bad country roads.

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Agents for
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BLUE RIBBON WINNER
Long Island Endurance Test



8 H. P. MORS

Prompt Deliveries of
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PEUGEOT
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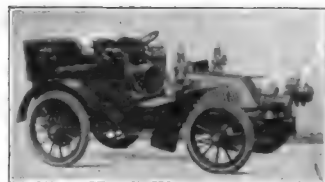
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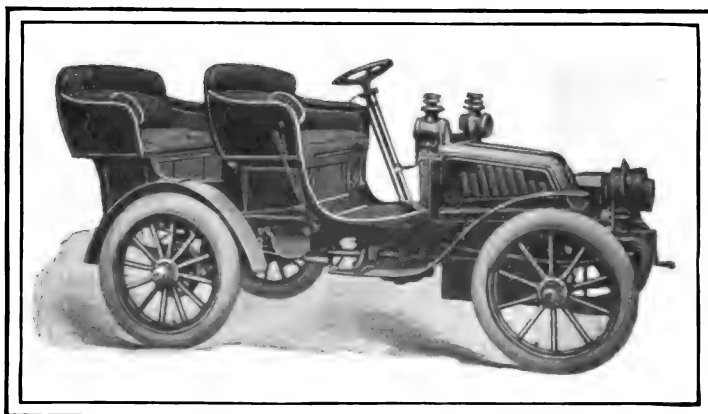
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WITHOUT AN ACCI-
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Tonneau— 10 H. P., 2-Cylinder Motor Front,
3 Speeds and Reverse

PRICE \$1,700.

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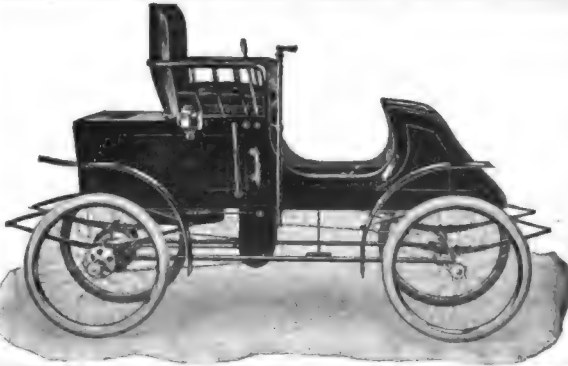
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**Tonneau, 2 Vertical Cylinders
Automatic Lubrication. 12 H.P.**

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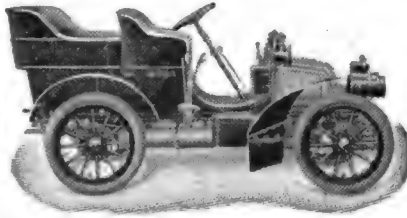
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Thoroughly Satisfactory, Comfortable, Elegant, Impressive.
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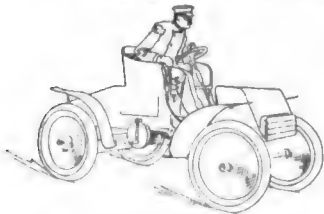
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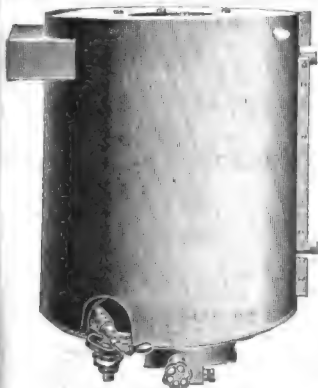
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SALAMANDRINE Never-Burn-Out-Boiler

The only Boiler that will accumulate Steam while climbing steep grades

SEND FOR DESCRIPTIVE PAMPHLETS

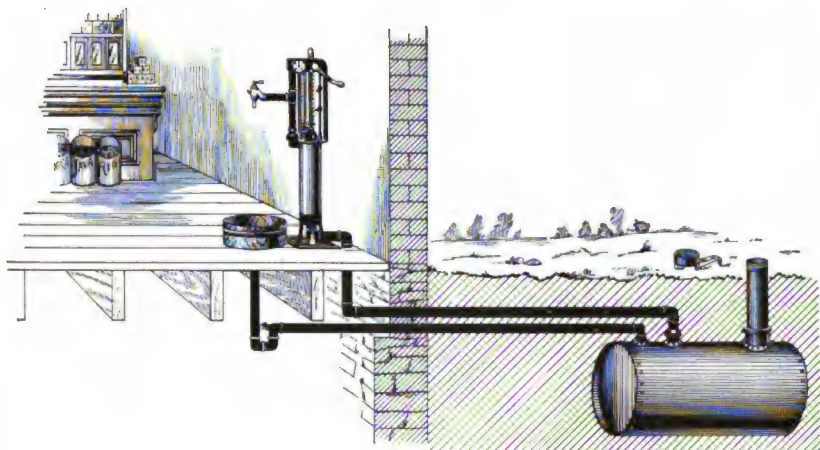
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Pump All of Metal. Measures Gallons, Half Gallons or Quarts.

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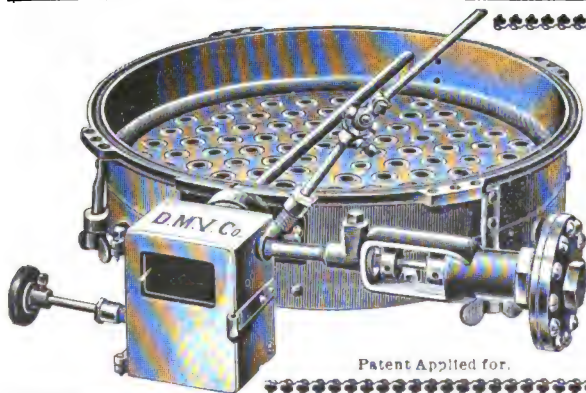
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Long Distance
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Meets all requirements
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and that inside pump.

Tank of Heavy Steel,
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One-Piece Cast Iron Burner. Can't Warp or Leak. Will not Burn Back or Blow Out. Pilot Light Burns constantly. Generator and Pilot Light can be Attached to other Burners. Send for descriptive circular.

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DUKE and DUCHESS of CORNWALL and YORK:

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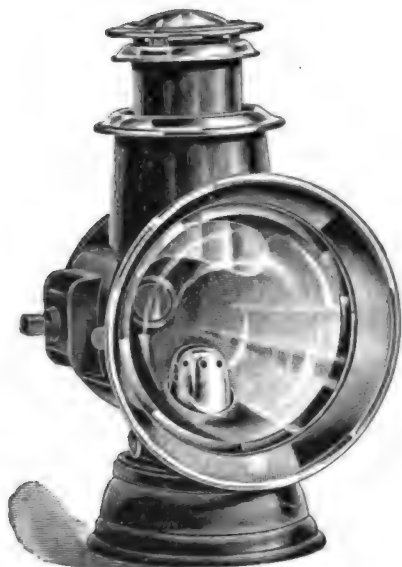
of the vintage of 1893, the same as is now being shipped to this country

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IT sometimes happens that the man in the motor vehicle has lamp troubles of his own. We say "sometimes," because in most cases automobiles are equipped with the **DIETZ** lamp—the satisfactory kind.

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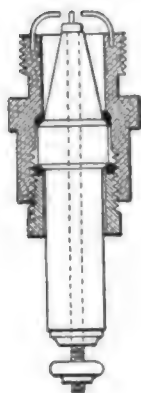
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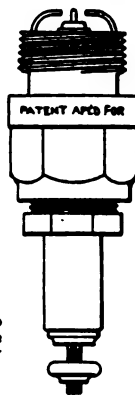


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and Exterior of

**SCHAUM
SPARKING
PLUG.**

With Lava Tip

Allowing **space** so
that it is impossible
to short circuit by
carbonization.



Notice **cone shape** of Tip. Its advantages can be seen at a glance. Sparking points are of aluminoid. We also manufacture Motors for Automobiles and Marine purposes that can be used without a carburetor.

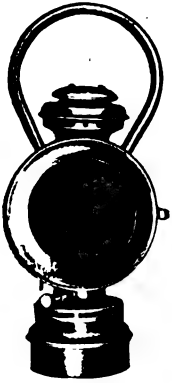
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We carry a large stock of all kinds of Solar Lamps.

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PRICE \$12.00 COMPLETE
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Vertical Double Cylinder Motor.
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Practical, Simple and Efficient. :: ::
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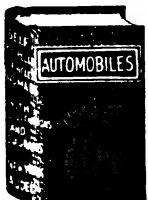
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If you are contemplating purchasing an automobile the reliability of the machine may be gauged correctly if equipped with

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Write for valuable opinions of users

THE DIAMOND RUBBER CO.

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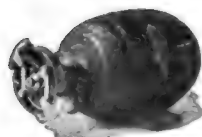
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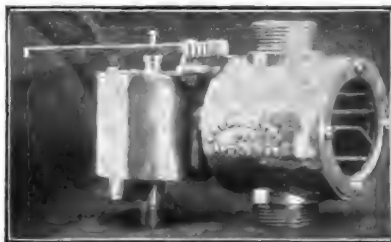
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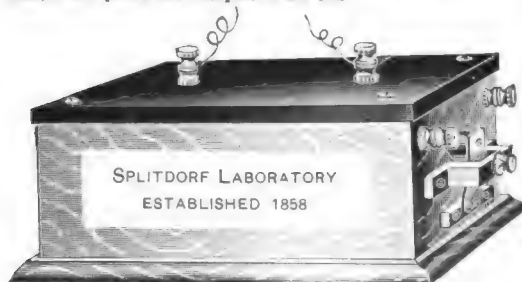
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will be ready for
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month of No-
vember.

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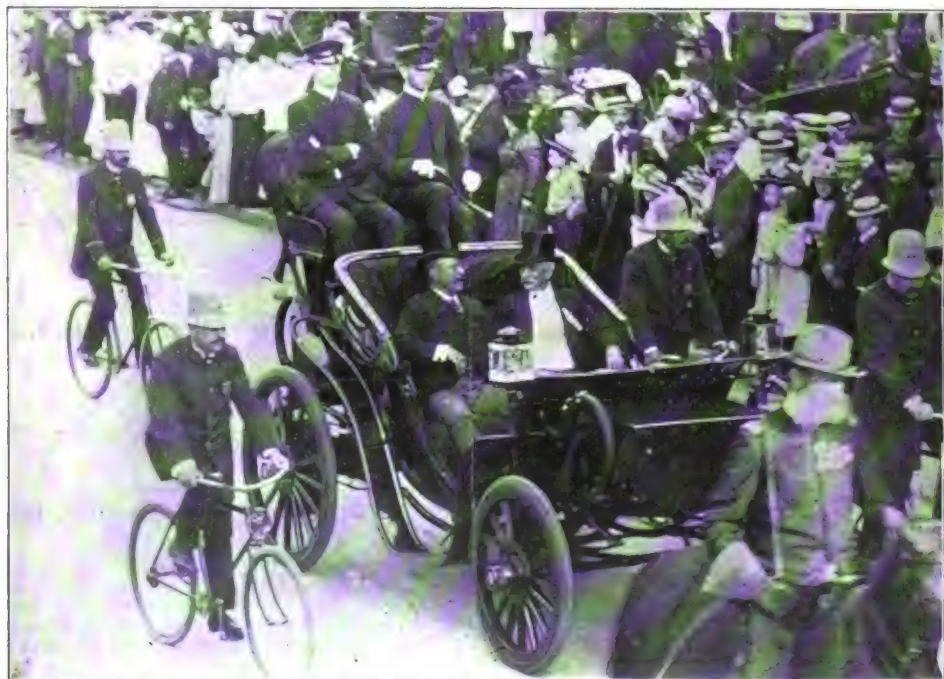
Automobile Topics

Illustrated.

Vol. IV.

NEW YORK, AUGUST 30, 1902.

No. 20



PRESIDENT ROOSEVELT AT HARTFORD, CONN., AUGUST 22, IN ELECTRIC GRAND VICTORIA, FURNISHED BY ELECTRIC VEHICLE CO.

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Receiver's Sale at Public Auction

OF

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of Automobile Company of America**

Including Lands, Buildings, Machinery, Fixtures, Tools, Stock manufactured and
unmanufactured, Choses in action, and Rights and Credits

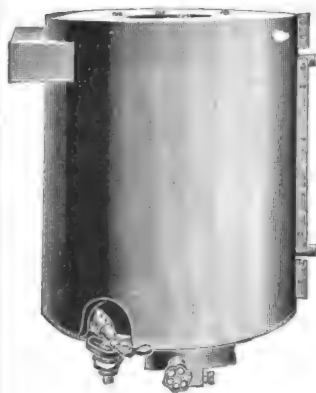
On MONDAY, SEPT. 8, 1902, 11 A.M

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Main Office and Depot, 111 and 113 Kent Avenue. Telephone Call, 289 Williamsburgh.

BROOKLYN, N. Y., August 5th, 1902.

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(Signed) **EDWARD K. BLAISDELL.**

Mention "Automobile Topics" when writing.

Automobile Topics

Illustrated.

VOL. IV.

AUGUST 30, 1902.

NO. 20

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Agency for Foreign Subscriptions:

INTERNATIONAL NEWS COMPANY

Breame Buildings, Chancery Lane, London, E. C.

Stephan Strasse, No. 18, Leipzig.

PRICE, 10 CENTS A NUMBER; \$4.00 A YEAR.

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HOW SOCIETY CAME TO THE BRIGHTON BEACH RACES—ALL MAKES OF MACHINES IN LINE.

Automobile Topics

Illustrated.

VOL. IV.

AUGUST 30, 1902.

No. 20

L. I. C. Brighton Beach Races

B RILLIANT weather favored the midsummer meeting of the Long Island Automobile Club at Brighton Beach on Saturday last. The fear of accidents which was doubtless responsible for the paucity of entries for the various events on the card was happily unfounded. And with the exception of a somewhat tiresome interlude between the races, and an unevenness in the classing of contestants, both palpably the result of inexperience on the part of the management, the meeting certainly provided a fairly interesting afternoon's sport. A faultless track was responsible for several new world's records, notably in the class for steam vehicles and light gasolene voiturettes.

Some hours before the time fixed for the opening race almost every contesting vehicle was on the grounds for the purpose of making preliminary tests of the track. The precaution was a sensible one and was doubtless largely responsible for the freedom from accident which characterised the meeting. Drivers returning after these trial trips spoke of the difficulty experienced at the sharp corners the first time round. The futility of attempting to hug the pole was also clearly demonstrated, and had the contests been even closer than they were, the experience thus gained would have minimized at least any danger from tail end collisions.

Curiosity naturally centered in the freak steam machine entered by George C. Cannon, a young Harvard student. In appearance this machine suggested two length of railroad track on wheels, with an enormous boiler in midship and seats for the driver and steerer fore and aft. As a combination of locomotive with a funnel suggesting the rake of a steamer's smokestack, it was a curiosity, but it would be a straining of terms to classify it as an automobile. Travelling alone on the track it was an interesting spectacle, but when the committee, after considerable deliberation, decided to bar it out of competition, the general consensus of opinion endorsed the strictness of the law which prohibited its participation in a contest.

Coming to legitimate racing automobiles, two vehicles which attracted most attention were the yellow Peerless driven by L. P. Mooers and the Howard steam

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car driven by J. W. Howard. As American-built machines these two carriages were alike novelties and interesting ones to boot. Percy Owen's Winton, with its record of well won honors, was an object of enviable comment, which its subsequent behavior in the various events creditably upheld. Less pretentious than these heavier vehicles, the four Locomobiles on the ground fully held their own, in fact, seemed to be ubiquitous as they flitted in and out between the pillars and posts of the shed.

By two o'clock, the hour set for the first race, the grand stand was fairly well occupied, while the clubhouse balcony was filled and the betting enclosure at the far end of the grand stand had been converted into a more than representative exhibition of automobiles. It may be said at the outset that the attendance was rather disappointing, for various reasons which it is needless to discuss. Prominent among these was undoubtedly the feeling that such a race must almost certainly be attended with accident, a phase of automobiling which every lover of the sport discountenances. Despite this, however, the number and variety of automobiles seen was a most gratifying spectacle, and showed the popularity of the automobile to be established beyond question.

A DILATORY START.

Considerable irritation was expressed at the delay in starting the first race. This was occasioned by an eleventh hour objection to the Cannon car on the ground that its construction violated the rule which stipulates that the driver must have exclusive control of his vehicle. Young Cannon naturally offered a strong protest against this objection, claiming that it was a mere oversight which had failed to place this control in the driver's hands, but after a long discussion among the stewards of the club it was decided to bar the machine from competition. By way of consolation, however, a compromise was allowed, namely, that it be given an opportunity to make an exhibition mile against time. Another disappointment in the first race was the absence of the Howard car, thus leaving the first heat to be contested between three locomobiles. Of these, the machine driven by Thomas Holden, Jr., proved itself much swifter than its competitors, whom it distanced before half the course had been run, winning easily by more than a hundred yards. The second heat of this race, for electric vehicles, was passed, owing to lack of entries, and for the third, gasoline vehicles, three machines faced the starter. These were a Peerless (L. P. Mooers, driver), De Dion racer (Jacques Longuevez), and a Waltham (L. E. Holden). From the start this was manifestly an uneven race, the yellow Peerless drawing ahead almost before the first corner had been turned and winning easily. In the final heat between the Locomobile and Peerless there was even more marked inequality, and though the little steamer made a brave showing, it was simply not in it with the gasoline racer.

Following the first race, the Cannon machine gave an exhibition of a mile against time. Public sentiment was strongly in sympathy with the young inventor over his disappointment. Hence his reception as he appeared on the course was most enthusiastic. Instead of slowly steaming to the starting post he turned the machine's head southward in order to get a better flying start by a preliminary tour of the track. As the queer little object was seen worming its way around the distant course, a baby steam puff trailing behind, there was but one opinion

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expressed as to its speeding qualities. And as it approached the home stretch, its young drivers with bent heads, dwarfed beside its huge boiler, it was going as though it had been sent for. Scarcely accelerating its speed as the pistol crack announced the start, the little machine fairly flew around the bend and skimmed around the far corner at a terrific gait. A hundred field glasses followed its course in the distance, while spectators with stop-watches began to talk of a mile in the minute. But this expectation was already foredoomed before the home-stretch had been covered, and the second finger had already crossed the minute mark. Yet an encouraging cheer went up as the winning post was passed and a



L. P. MOOERS IN 16 HP. PEERLESS SIMPLEX.

comparison of watches showed the time 1m. 83-5s., a big cut on all previous records, and within a few seconds of Fournier's time on a big racer.

For the five-mile race, steam vehicles, the three Locomobiles were confronted with the Howard Automobile Co.'s machine. The manifest inequality in point of weight and power between the contestants made the result a foregone conclusion. Before the first lap had been covered two of the Locomobiles had been outdistanced and wisely abandoned the course. This left the remaining Locomobile trailing away behind the big Howard machine, in which order they arrived at the winning post.

A similarly unequal display was the five-mile for gasolene vehicles under

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1,000 pounds, for which Jacques Longuevez, in a De Dion racer, and L. E. Holden in a Waltham, were the contestants. At the crack of the pistol the foreigner spurted away from his opponent, the latter machine going in anything but racing style. The little De Dion, however, spun around the ring in matchless style, his speed increasing with every lap. At the end of the fourth mile he had already lopped off a goodly fraction from previous records, which his last mile still further increased.

The failure of the starter to snap his pistol was responsible for a false start in the five-mile for gasoline vehicles over 2,000 pounds. In this race, F. A. La Roche, in C. D. Cooke's Darracq, and Percy Owen, in a Winton, were the only



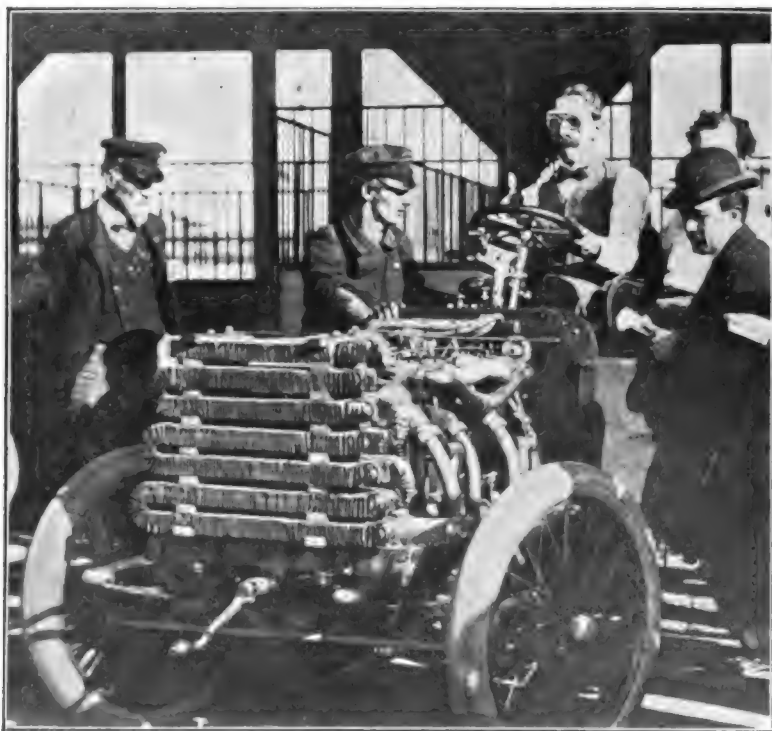
H. S. HARKNESS IN HIS 45 HP. MERCEDES.

contestants. On the false start the latter had the advantage, and as his competitor was right in line when passing the judges' box, he naturally supposed the race was on. Some amusement was caused by La Roche's stopping and then starting in pursuit of his vanishing opponent. On the second start, however, the Darracq proved itself more than an equal of its American rival. At the quarter post it took a good lead and throughout the rest of the five miles it was merely a question of how much the winner would have to his credit. The times made by La Roche in winning this race are now records for gasoline vehicles weighing between 1,000 and 2,000 pounds: 1:24, 2:42, 3:59 3-5, 5:20 2-5 and 6:42.

With the announcement of the ten-mile free for all race came the first approach of anything like excitement. It was the first appearance of the big Mercedes, with H. S. Harkness driving, a machine that had commanded most respectful attention alike from all its competitors as from the host of camera fiends

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on the grounds. Entered against it were the Darracq, Peerless, De Dion and Howard steamer, all prize winners so far. As the five machines lined up to face the starter the Mercedes and Howard each looked big enough to eat the others, especially the pugnacious little De Dion. Crawling up to the starting post they presented a very even front as the pistol shot announced a race. Instantly the Howard shot ahead, followed almost neck and neck by the Darracq, the yellow Peerless and big Mercedes abreast, with Jacques Longuevez's little De Dion a sputtering



F. A. LA ROCHE IN C. D. COOKE'S DARRACQ.

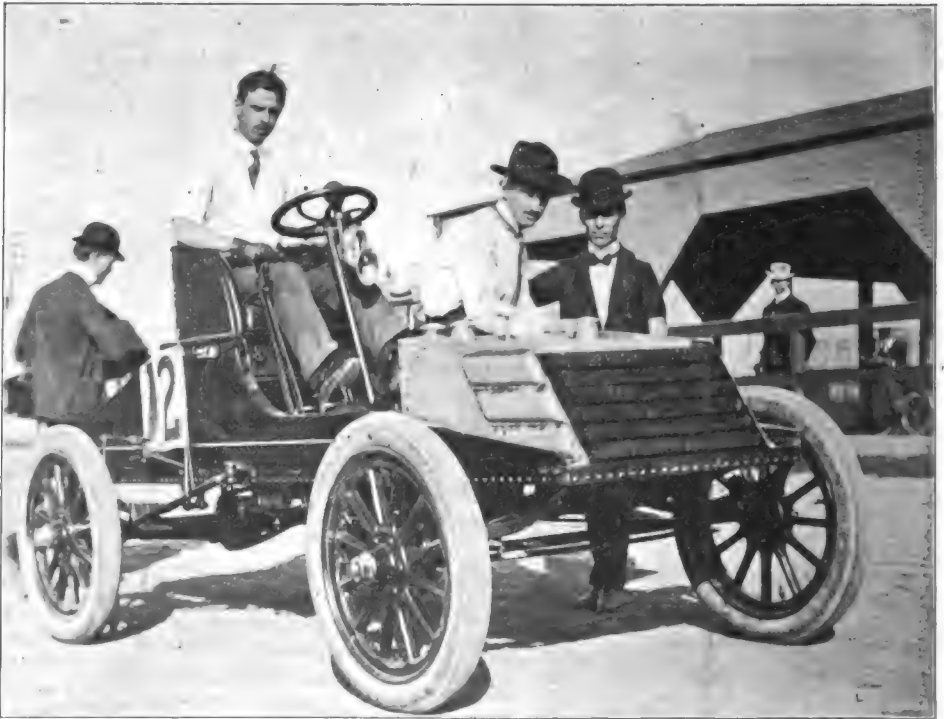
fifth. In this order they made the turn, when the Mercedes began to show speed. Before the next turn the German machine had forged ahead, and on the far stretch was already to the front, with the Darracq leading the rest. From this on it became a procession, the Mercedes running away from everybody and the Darracq finding no difficulty in outstripping the rest of the bunch. At the end of two miles the Howard steamer had enough of it and quit. Meantime the Mercedes had begun to overlap the tail enders of its competitors and thenceforward it became somewhat confusing to keep track of the laps each car had made. Beyond the natural interest in watching the fast speeding cars, however, and the speculative interest as to possible accidents, the latter half of the race was anything

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- but exciting. At its close, when the Mercedes had made an extra lap to slow down, Mr. Harkness, the owner and driver, received an enthusiastic cheer from the crowd on his return home.

THE RACE OF THE DAY.

The piece de resistance of the afternoon was beyond question the pursuit race. Three competitors, the pick of the entries, confronted each other for this event. These were the Mercedes, Darracq and Howard. It was hoped that young Cannon would have made the slight alteration in his machine by which its eligibility might have been reconsidered in order to take part in this race. While the result would hardly have been changed, still such an addition would have lent



PERCY OWEN IN 15 HP. WINTON.

even more excitement to what was undoubtedly the most exciting contest—in fact, the only real contest of the day.

The positions of the three cars were as follows: The Darracq at the starting post, the Howard one-third of the course ahead, and the Mercedes one-third of the course ahead of the Howard, thus making each car the giver and receiver of a third mile start. At the drop of the flag the three machines started, the Howard being first to get up anything like speed, while the two big gasoline cars were yet struggling. In less than a quarter of a minute, however, all three were under full pressure, and then commenced the prettiest race of the day. At the end of

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the first mile the Howard was general favorite. The big camel-back steamer, leaving behind a trail like a locomotive, had perceptibly decreased the gap between itself and the Mercedes ahead. The latter, however, was speeding faster and faster at every yard, while the Darracq, going like the wind, seemed able to hold its own indefinitely. Faster and faster grew the pace, tires digging into the soft earth shedding clouds of dust, while round and round flew the cars, and the excited spectators cheered and encouraged their respective choice for winner. One and two miles saw no appreciable change in their relative positions, Darracq first, Mercedes second, with the Howard a good third. In the third mile, however, Harkness, who was taking all kinds of chances in skimming corners, began to crawl upon the Darracq. Then ensued a most exciting chase. Little by little the



PRES. GRANT LAYING DOWN THE LAW. A. C. BOSTWICK STANDING BY.

spectators watched the gap decrease, La Roche on the Darracq evidently unaware of the approach of his formidable rival. The fourth mile finish showed a terrific speed, but left the result no longer in doubt. As the Darracq passed the grand stand, it looked as if nothing on wheels might catch it, until a few seconds later the ponderous Mercedes, moving smoothly and noiselessly as an ocean greyhound, flitted past in its merciless pursuit. A great shout went up from the crowd as the next lap approached finish. Rounding the bend into the home-stretch the Darracq was the first to appear, but almost on its shoulder the huge Mercedes thrust its nose through the dust cloud, overtaking its rival a quarter of a mile from home

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and passing the grand stand the winner. There yet remained the Howard steamer to be overtaken.

Interest in this machine had comparatively died out over the excitement of the other contest. Still it had almost held its own while the gasoline racers were contesting neck and neck, and a respectable gap remained to be covered before the Mercedes could be declared the winner. Unfortunately, at this moment it began to appear that the steamer was in trouble. Another chase around the course and the Mercedes had passed it, even the Darracq, although out of the race, yet still spinning ahead under decreasing speed, passing the Howard a few moments later.

The twenty-five mile race was abandoned owing to lateness of the hour. An attempt to get up a match between the Howard and Cannon steamers proved fruitless, so the Cannon was allowed to make another exhibition mile against time. This it accomplished in 1m. 7 3-5s., lopping off one second from its previous record and coming within a few seconds of Fournier's record.



EXCITING MOMENT IN PURSUIT RACE.
Harkness (Mercedes) Getting Away from La Roche (Darracq).

SUMMARY OF RESULTS.

The complete summary of events is as follows:

Vehicles Under 1,500 Pounds, Mile Heats.—First heat, for steam vehicles, won by Thomas Holden, Jr. (Locomobile); L. E. Holden (Locomobile), second; L. A. Hopkins (Locomobile), third. Times—First, 2m. 1s.; second, 2m. 27 2-5s.; third, 2m. 31 2-5s. Won by 300 yards; second beat third, 30 yards.

Second heat, for gasoline vehicles, won by L. P. Mooers (Peerless); L. E. Holden (Orient), second; Jacques Longuevez (De Dion), third. Time—1m. 39 1-5s. Won by an eighth of a mile. Longuevez beaten by Holden a third of a mile.

Final heat won by L. P. Mooers (Peerless); Thomas Holden, Jr. (Locomobile), second. Time—1m. 38s. Won by a quarter of a mile.

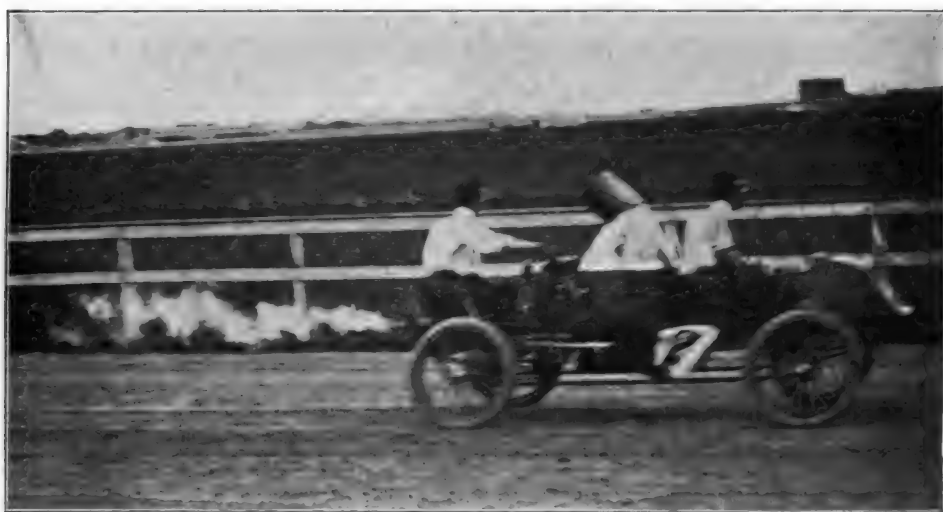
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One Mile Against Time.—George C. Cannon (Cannon). Time—1m. 8 3-5s. World's steam track record. Previous record, 1m. 39s., by T. E. Griffin (Locomobile), Chicago, September 18, 1900.

One Mile Against Time.—J. W. Howard (Howard). Time—1m. 9 3-5s.

Steam Vehicles (distance five miles).—Track record, 8m. 26 2-5s., by George C. Cannon (Cannon), Boston, June 8, 1902; one mile, 1m. 39s., by T. E. Griffin (Locomobile), Chicago, September 18, 1900. Won by J. W. Howard (Howard); Thomas Holden, Jr. (Locomobile), second. Time—9m. 5s. Won by a mile.

Gasolene Vehicles, Under 1,000 Pounds (distance five miles).—Track record, 11m. 43 3-5s., C. J. Field (De Dion), Guttenburg, September 18, 1900; one mile, 1m. 44 1-2s., H. C. Dailey (Duryea), Reading, Pa., June 6, 1902. Won by Jacques



CANNON'S FREAK MACHINE MAKING A MILE IN 1:7%

Longuevez (De Dion); L. E. Holden (Orient), second. Time—2m. 1 3-5s., 3m. 37 3-5s., 5m. 14s., 6m. 51 3-5s., 8m. 30 2-5s. New records for fourth and fifth miles.

Gasolene Vehicles, Between 1,000 and 2,000 Pounds (distance five miles).—Track record, 8m. 51s., Percy Owen (Winton), Providence, October 18, 1901. One mile, 1m. 51 3-4s., Percy Owen (Winton), Providence, October 18, 1901. Won by F. A. La Roche (35-hp. Darracq); Percy Owen (15-hp. Winton), second. Time—1m. 24s., 2m. 42s., 3m. 59 3-5s., 5m. 20 2-5s. and 6m. 42s., all new track records in this class. Won by half a mile.

Free For All (distance ten miles). Track record, 11m. 9s., Alexander Winton (Winton), Detroit, October 24, 1901. Won by H. S. Harkness (Mercedes-Simplex); F. A. La Roche (Darracq), second; L. P. Mooers (Peerless), third; Jacques Longuevez (De Dion), fourth. J. W. Howard (Howard), stopped at two miles. Time—11m. 54 4-5s. Won by a mile and a half; third, half lap be-

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hind second. Placed men's time, second, 13m. 11 4-5s.; third, 15m. 17s.

Unlimited Pursuit Race.—Won by H. S. Harkness (Mercedes); J. W. Howard (Howard), second; F. A. La Roche (Darracq), third. La Roche caught at $4\frac{3}{4}$ miles in 6m. 18s., and Howard at $5\frac{3}{8}$ miles in 7m. 13s.

Obstacle Race.—Won by W. F. Murphy (Locomobile). Time—1m. 51 1-5s.

One Mile Trial Against Time.—George C. Cannon and T. L. Marsalis (Cannon). Time—1m. 7 3-5s. Quarter, 15 2-5s.; half, 33 2-5s.; three-quarters, 50s. World's track records for steam vehicles.

SOCIETY CAME IN AUTOMOBILES.

Many people attended the races on their automobiles, and over 180 American and foreign built machines were ranged up in the betting ring all the afternoon.,



A GOODLY EXHIBIT OF AUTOMOBILES IN THE BETTING SHED.

making an automobile show of their own. This display of automobiles was an object lesson, and crowds of people wandered about examining them during the intervals of the racing. They all came to the Brighton Beach race track under their own power and demonstrated the utility of the automobile in a most conclusive way.

Nearly every make of automobile was represented in this collection. Mr. C. L. Auger and a party, Charles D. Cooke and party, Mr. Fletcher and Mr. Gudey came over from Paterson, N. J., on Darracqs. Mr. F. M. Lande and Mr. A. F. Com-macho and party came on Long Distance automobiles. Mr. Black and party were present on a Winton. C. A. Ball and party traveled on a Ball steam carriage.

Mr. W. J. Arkell, the publisher of Judge, was present with his Georges Richard automobile. Mr. Thomas De Witt and party, on a Locomobile, were also among those present. Other locomobiles on hand were those of Mr. R. S. Davis,

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Mr. James McDonald and Mr. Joseph D. Vantine. Mr. A. C. Bostwick drove his 12-hp. Panhard over from his country place at Mamaroneck. Mr. M. M. Belden brought a party of friends in his Peerless. A party from Syracuse, consisting of E. E. Warner and his two sons, made the trip to Brighton Beach in a Packard.

M. H. Hermann and Mr. Rainey were among those who came in Panhards. Mr. Howard Chapman and Mr. Lawrence Abraham drove over in a Locomobile. Mr. Charles H. Davis, of the firm of Davis & Sanford, had one of the largest parties of the day, which he brought over in his handsome Winton. In the party were Messrs. Joseph Pa-delford, F. C. Alden, Antony Betaire, and Harry Davis. H. B. Steinhard and D. B. Underhill were present, in Fournier-Searchmont automobiles. Mr. W. Walter, in his Waltmobile, brought over a party of friends. Mr. J. A. Homer had out a De Dion.



STEWARDS DISCUSSING THE CANNON FREAK.

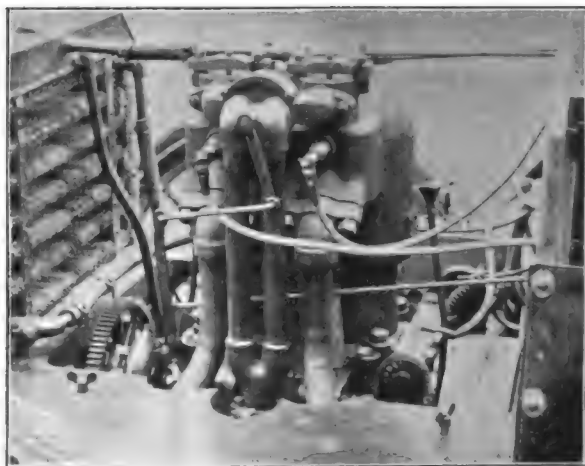
Some of the others present were: Mr. E. E. Britton, Mr. Regan and A. Schultz, in a Darracq; Mr. and Mrs. G. N. Stanton, Miss Downing, and Mr. Downing, in a Georges Richard Limousine.

Winthrop E. Scarritt, president of the American Automobile Association, said this week that the rules of that association permitted the Long Island Automobile Club to call to account those operators who entered and failed to start in the races at Brighton Beach on Saturday. Three of the most famous machines were absent, and if they were regularly entered, the club or officials can bring their owners to account. Their failure to compete marred the announced features of the meet.

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FEW NOVELTIES TO BE SEEN.

In a sense, the observer saw nothing very startling in the mechanical line that is not generally known to the most casual observer. Of all the gasoline cars shown there was a close similarity to the types which have been gone over again and again, with the exception of the Peerless car. No one familiar at all with the standard construction of the light foreign touring car could fail to appreciate that the builders of the Peerless car are quite willing to come as close to the chainless voitures, which now hold sway abroad, and produce here one of the best cars we have yet seen in its class.



PEERLESS SIMPLEX 16 HP. MOTOR.

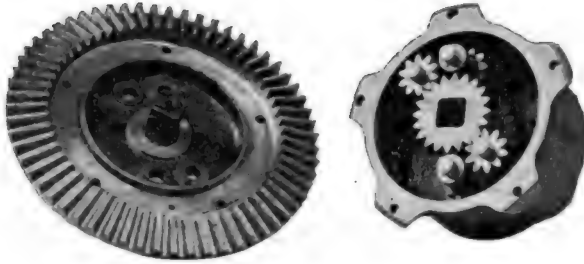
The photograph here shown is of the valve side of the Peerless motor, driven by Mr. Mooers at the Brighton Beach races. At a glance the close similarity to the foreign engine of the type is quite marked. The accessibility of the inlet and exhaust valves is apparent. The automatic control of the mixture by a governor connected to a two-way valve, directly connected above the inlets is very efficient and highly successful. While in other ways there are still small details to be looked into, the general characteristics seem to stamp it as a model for the light car type.

The new Mercedes Simplex which showed so favorably represents a type of construction hardly adaptable to all conditions here—the car seems to set too low to the ground and for general purposes the 40-hp. seems a little too much. It is a source of gratification, however, to our early engineers to notice the adoption of the mixture throttle operated by the hand lever. As far as the writer has been able to learn, this construction was first used on American cars several years ago, in fact, at the time when the automatic governor was considered in Europe to be the only means of control.

In the steam classes the appearance of two "freaks," the Cannon car and the

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Howard car, caused more or less comment, but the man of the mechanical turn of mind saw a great deal which, if he took it in, may in a general sense modify the



PEERLESS DIFFERENTIAL GEAR—SECTIONAL VIEW.

general steam carriage construction. The Cannon car was built to be a "freak" and no attempt was made to disguise the fact—it made a mile in 1:07 3-5; the Howard car was built with the same idea in view as the Cannon, only a reasonable attempt was made to conceal the fact that it was a racing machine, it made the mile in 1:09 2-5. There was nothing decidedly new in either car except that there was



PEERLESS DIFFERENTIAL GEAR.

plenty of boiler capacity, plenty of generation and an engine heavy enough to do the work.

Decidedly more interesting than the racing machines the writer, wandered

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through the betting ring, where the touring cars were checked while the drivers and the occupants of the cars "enjoyed" the racing. There were possibly 150 automobiles, fully 60 per cent. were American built, and among the cars were several of the latest models of our makers.

New York-Boston Reliability Run

RULES for the New York-Boston 500-mile reliability run, organized by the Automobile Club of America, have now been published. The purpose of the run, as defined by the circular, is to afford an opportunity for various types of motor vehicles to demonstrate their abilities under circumstances as closely as possible simulating general touring conditions in the United States.

The contest will be open to all classes of self-propelled vehicles made in the United States, or abroad, so constructed that at least two passengers are



END OF FIRST HEAT, MILE RACE FOR STEAM VEHICLES.

carried seated side by side; but no manufacturer, agent, or private owner shall be allowed to enter more than three vehicles in any one class.

The time for receiving entries will expire on September 25, 1902. All entries *must* be accompanied by the following information in full: Weight of the vehicle, including fuel, supplies and equipment; water capacity; gasoline capacity; name of manufacturer; place of manufacture; tires, make, size, weight, double or single tube, retail price; number of passengers the vehicle can carry; motive power; rated horse power of the motor, and number of cylinders. For electric vehicles: Weight of battery, number of cells, ampere-hour capacity. No entry will be received unless every question on the entry blank is answered, nor will any entry be received unless accompanied by the entrance fee.

The entrance fee for all classes, motor cycles excepted, up to and including September 10, 1902, will be \$50 for each vehicle. In the motor class the entrance fee will be \$25 for each vehicle. After September 10, 10 per cent. will be added

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to the entrance fee for all classes. The club shall have the right to refuse an entry without stating any reasons.

All vehicles, whether electric, steam, gasoline, or otherwise, shall operate in the same class, which classification shall be on the basis of weight, as follows: Class A, under 1,000-pound class: Four-wheeled motor vehicles weighing under 1,000 pounds in commercial running and operating condition, with all tools, fuel and supplies on board. Class B, 1,000 to 2,000-pound class. Class C, 2,000-pound and over class. Class D, motor cycle class.

All parties making entries for the contest shall appear before the committee



LAW GASOLINE AUTOMOBILE MADE BY ELECTRIC VEHICLE CO.

Car complete except fenders and has been run over 500 miles.

at the Automobile Club on Tuesday, October 7, 1902, between the hours of 9 a.m. and 6 p.m., and after receiving their official number, shall go to a place designated by the committee and have their vehicle weighed and an official seal affixed thereto. The committee reserves the right, at the time of weighing, to reject any vehicle, if they see fit to do so, and return the entrance fee.

Every vehicle will carry an official observer, provided by the club. Observers will record the actual time of the start and completion of the contest, and also

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the time of all stoppages from the actual stop to the actual start of the wheels, from whatever cause, and the cause of each stop must be recorded in full on the record sheets with which they will be provided.

Controls are to be officially established at the beginning of each day's run, at luncheon places, and at the end of each day's run. The start is to be made each morning at nine o'clock, and an hour and a half will be allowed for luncheon, except that any contestant arriving at the noon control at one o'clock, or after, will be allowed but one hour for luncheon. He will be called one hour after the time of his arrival, and his time will be counted from the time that he is called; but no vehicle will be allowed to leave the noon control before two o'clock. During the luncheon hour, at the noon control, contestants may take on fuel, which will be available, and make such adjustments and repairs as can be accomplished with the tools and extra parts carried on the vehicle, and with such *local* assistance as may be readily obtained under ordinary touring conditions, but will not be permitted to have work done on their vehicles by their mechanics or assistants traveling by train. The noon control will be open at 11 a.m., and close at 4.30 p.m. The night control will open at 4 p.m., and remain open until 9.30 p.m.

No replacing of engines, boilers, axles or wheels will be allowed. Such repairs only will be permitted as can be accomplished with the tools and extra parts carried on the vehicle, and with such local assistance as may be readily obtained under ordinary touring conditions.

All stops from whatever cause will be timed and recorded by the official observers. Stops for the following causes will be considered involuntary stops, and will not count against the vehicle, although such stoppages must be recorded: (1) Compulsory stop of 1½ hours for luncheon, which will be made at specified places indicated in the program; (2) road blocked by traffic; (3) tire troubles; (4) stoppage by police; (5) to avoid frightening timid horses; (6) to render aid in case of accident; (7) blocked railroad crossing; (8) demands of nature; (9) to recover articles accidentally dropped from vehicle; (10) to light carriage lamps. Steam vehicles will be allowed a total of 20 minutes' stoppage for gasoline and water between controls in each half day's run, for which marks will *not* be deducted. One mark per minute will be deducted for time thus consumed in excess of 20 minutes.

There will be a maximum number of marks for reliability for each day's run, viz.:

	Miles.	Marks.
1st day, New York to New Haven.....	79	316
2nd day, New Haven to Springfield.....	68.6	274.4
3rd day, Springfield to Boston.....	96.6	386.4
4th day, Boston to Springfield.....	96.6	386.4
5th day, Springfield to New Haven.....	68.6	274.4
6th day, New Haven to New York.....	79	316
Total	488.4	1,953.2

This number is based on an average speed of 15 miles an hour, or four minutes to the mile. The maximum number of marks for each day's run is ascertained by multiplying the number of miles by four. Thus New York to New Haven,

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79 miles \times 4 = 316 (minutes) marks, which represents a clean run at an average speed of 15 miles per hour, and one mark will be deducted for each minute the vehicle is at rest from the time of starting to the conclusion of a day's run, except the involuntary stops mentioned in Rule XII.

Thus, if penalized stops amounting to 30 minutes are made during the day, 30 marks are deducted; $316 - 30 = 286$ total reliability marks for the day. In like manner, if a vehicle, on account of slower speed, takes more than 316 minutes to cover the 79 miles (exclusive of involuntary stops), one mark is deducted for each minute in excess of 316 minutes.

A cup, presented by the president of the club, will be awarded to the vehicle showing the greatest number of reliability marks at the end of the contest.

An average speed of eight miles per hour (exclusive of non-penalized stops) must be maintained, but no average speed for each day's run in excess of 15 miles per hour will be recognized or permitted.

Certificates will be awarded as follows: First-class certificate, average speed from 12 to 15 miles per hour; second-class certificate, average speed from 10 to 12 miles per hour; third-class certificate, average speed from 8 to 10 miles per hour.

President Roosevelt in Automobile

PRESIDENT ROOSEVELT visited Hartford last Friday, August 22, and was extended a most cordial welcome by the citizens. Accompanied by a party of committeemen and notables, occupying 15 carriages, he was driven about the city in an electric grand victoria furnished for the occasion by the Electric Vehicle Company. On the box was C. Louis Fitzgerald, of New York City, one of the most level-headed and efficient of chauffeurs, and at his side was John Sheean, another New York expert. The entire route of seven miles was covered without a hitch, or trouble of any kind, and the president expressed himself as delighted with the ride. A picture of the President in the automobile is the frontispiece of this number.

Packard Touring Cars

THE Packard touring car which Mr. Packard, president of the Ohio Automobile Company, has designed for himself, is substantially the company's 12-hp. Model F, but with an arrangement of seats after the style becoming popular in France. The rear seat is very comfortable, and on account of its construction saves much unnecessary weight, and is just as strong as though resting on built-up woodwork. The peculiar design of this vehicle lends itself particularly to the requirements of touring. A strong brass-finished railing takes the place of the easily detached rear seat, and a very large amount of baggage can thus be safely carried on the flat rear end. In addition to the oil side lamps, this machine is equipped with two acetylene headlights. The wheel base is long (84 inches), and with large wheels and tires well fits the machine for rough roads. A new departure in this vehicle is the adoption, after a long series

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of tests, of 2-inch hollow-steel axles, running on bearings consisting of $\frac{7}{8}$ -inch steel balls. Each axle has a 1-inch hole running through its entire length. The hub brakes are of new design, double acting, and very powerful, capable of locking the rear wheels when the carriage is at speed. There is in addition a very effective single-acting brake on the end of the transmission shaft, operated by throwing the clutch lever forward. The transmission is the same as on Model F, giving three speeds ahead, with but two gears in mesh at any time, and a reverse. The method for shifting the gears is the well-known Packard plan, which makes it possible to shift from the high speed to the reverse, or any



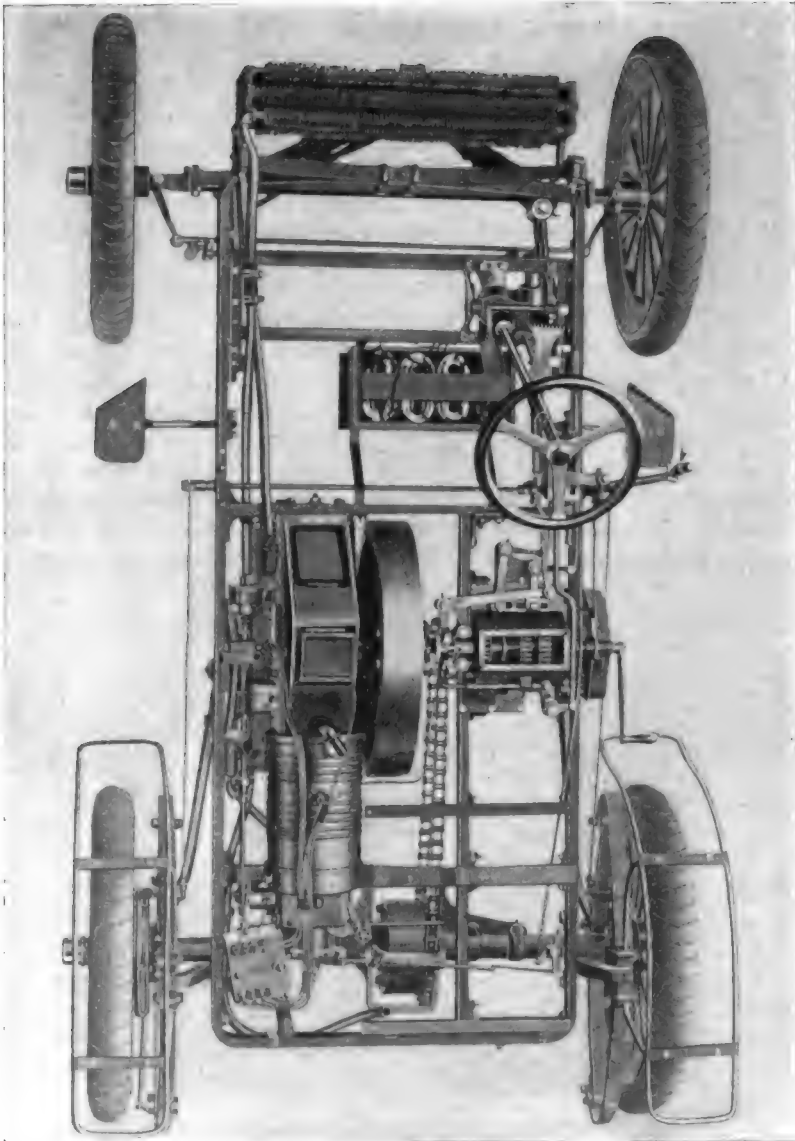
12 HP. PACKARD TOURING CAR MADE BY OHIO AUTOMOBILE CO., WARREN, O.

other gear, without passing through the intervening speeds.

Eight of the principal bearings are oiled automatically by a pump, which, being operated by the engine, always feeds in proportion to the engine speed, and stops with the engine. The gears are contained in an aluminum case, and run in a bath of heavy oil. Jump-spark ignition is used, with the timing of the spark under the control of a centrifugal governor. This causes the ignition to occur earlier with each increase in engine speed, and accounts for the great rapidity with which the engine will go from minimum to its maximum speed (850 revolutions per minute). The carburetor is of the float-feed pulverizing type, and, once set, gives a uniform mixture for all variations of engine speed. The fenders are of aluminum, painted and striped to match the body. The steering is by worm and segment, with a special cushioning device for relieving the worm of

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the shocks produced on the wheels by bad roads. The forward seat might, in the estimation of some, be changed with advantage to individual seats, but is preferred by Mr. Packard on account of its roominess.



PACKARD TOURING CAR. DETAILS OF CHASSIS,

Crystal Palace and Motor Traders' Show

F W. BAILY, secretary, sends us some particulars of the exhibition of motors, motor cars, and accessories, to be held from January 30 to February 7, 1903. The following 12 firms have signed a bond not to show at any other show in 1903, viz.: Messrs. The British Electromobile Co., City & Suburban Electric Carriage Co., Daimler Motor Co., De Dion Bouton, Farman Automobile Agency, Humber & Co., Locomobile Company of America, G. F. Milnes & Co., Motor Power Co., Panhard & Levassor, Simms Manufacturing Co., Thornycroft Steam Wagon Co. Any breach of this undertaking will entail a penalty of £250. The establishing of this bond was largely brought about by the multiplicity of shows threatened in England, and the prevention of this was, to a great extent, the cause of the formation of the Society of Motor Manufacturers and Traders. This society has received very influential support, and after very careful consideration of the advantages offered by various shows to be held next year, decided to support the Crystal Palace one for the following reasons: It will be held in the most suitable building, with a floor space of over 70,000 square feet, and is surrounded by 200 acres, in which practical demonstrations of cars can be given; and also because the Crystal Palace Company were prepared to hand over the management to a committee to be formed by representatives of the society and of themselves, and were also prepared to give them a practical interest in the result of the exhibition by allowing them 33 1/3 per cent. of the profits. Taking this in conjunction with the extremely low normal charge for space, viz., one shilling per square foot, undoubtedly the cost to those exhibitors who are members of the society will be reduced to a minimum.



THE HENRY EDMUNDS TROPHY.

Original designed by Herr Gustav Gurschner of Vienna, for the Schottwien-Semmering Race.

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

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VOL. IV. No. 20

NEW YORK, AUGUST 30, 1902

PRICE TEN CENTS

AUTOMOBILE TOPICS is published weekly, by Automobile Topics, No. 29 West 42d Street, New York. Subscription price, \$4.00 a year in the United States and Canada, or in foreign countries within the Postal Union, \$6.00 (gold) in advance. Advertising rates may be had on application. Copyrighted, 1902.

Cable address—AUTOTOPICS, NEW YORK.

Telephone—4715-38th Street

Little Sport and Less Utility

THE Long Island Automobile Club's midsummer meeting at Brighton Beach last week was neither the success its supporters anticipated nor the failure its critics predicted. In many respects the event was praiseworthy, though on the other hand, it left considerable room for improvement.

On two points it may be said that the event was most emphatically successful. As a refutation of the dire croakings of those pessimists who by a process of automaniac reasoning have come to regard automobile as synonymous with accident, the Brighton Beach meeting was a good object lesson. We had almost written an instructive one, but that would predicate a mental condition open to receive instruction, which unfortunately is far from being assured. The second point on which the promoters of the meeting are to be sincerely congratulated is that they declined to pay any heed to the buzzings of the ex-bicycle-amateur-professional-would-be-mentors. Of course, in the estimation of these self-appointed arbiters elegantiarum, such men as Messrs. Mooers, Holden, La Roche, Owen, Harkness, Howard, etc., will henceforth be tabooed as mere professionals with whom no ex-bicycle gent must associate. It is to be presumed that they can stand the seclusion as they have voluntarily done in the past. However, this should squelch at once and for all time the inane cackle of these ex-bike gents. Should such a result follow, then would the Brighton Beach meeting be worthy of immortality in ridding the

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American automobile world of a pestiferous legacy. The promoters of the meeting are still further to be congratulated that they declined to deviate from the strict letter of the law by admitting the Cannon steam machine into competition. That the vehicle proved its ability to travel safely a mile under high speed is beside the question. To allow its owner and driver to demonstrate the fact was a concession to the public request for a closer inspection of the freak machine. But to have allowed the vehicle to enter into competition would have been a straining of the rules, from the blame of which no amount of special pleading would have excused the committee in the event of an accident.

Much criticism was provoked by the lack of promptness in starting the first race, as well as by the wearisome delays between the remaining events. For the first, the eleventh hour objection to the Cannon machine was responsible. The young Harvard inventor was already seated in his car prepared to enter the course when he was stopped by the protest. This naturally entailed considerable delay while the stewards heard arguments pro and con. The remaining delays, it was subsequently explained, were owing to the dilatoriness of the contestants themselves, many of whom were not on hand on time to take part in the races for which they had entered. All this, of course, was not apparent to the public who, after all, should be the committee's first concern. Regarding the fewness of entries, it may also be mentioned that this was not owing to any lack of effort on the committee's part. The ill-advised springing of the amateur-professional discussion was responsible possibly for one abstention, where a prospective contestant had requested a bonus of \$200 for entering his car, irrespective of any prize he might win. Against such methods of increasing the entry list, the committee very properly offered a flat-footed refusal.

The main criticism, however, which such a meeting suggests is on the question of its utility. As a mere exhibition of the comparative merits of racing machines, the meeting was lacking in one important detail—handicapping. To pit a light voiturette against a big Mercedes in a ten-mile contest on even terms is not racing. Such a contest neither does credit to the big machine nor reflects discredit to the smaller. Nor does the exhibition of freaks like the Cannon and Howard steamers tend to the advancement of the automobile industry. Neither of these vehicles can properly be termed automobiles. Even the lowering of a few track records can hardly be counted as a gain or an indication of progress in the art of construction. A reputation for lopping off a few seconds from the mile would hardly sell a single machine. On the contrary, the average purchaser who does not look for breakneck speed in selecting an automobile, would rather be inclined to fight shy of such a machine as likely to get him into trouble with the police. And lastly, as a demonstration of the qualities of American-made vehicles, the Brighton Beach meeting might as well have been indefinitely postponed. One or two machines, notably the Peerless, did show some improvement over previous exhibits, but take it all in all, the general showing was barren and its advantages nil.

The automobile in which Miss Roosevelt and Miss Paul made the trip from Newport to Boston last week was an Autocar, and not a Panhard, as reported.

Clubs and Associations

THE race meet of the Cleveland Automobile Club on September 16 promises to be unusually interesting. Charles B. Shanks is the chairman of the racing committee, and the program will include an Australian pursuit race, limited to twenty minutes; a ten-mile handicap, open to all; twenty-five miles, open to all; five miles, for steam vehicles; five miles, for gasoline vehicles of less than 1,000 pounds; five miles, for gasoline vehicles of less than 2,000 pounds; a ten-mile handicap, for the winners and seconds in the steam and gasoline classes, and a two-mile event for electric vehicles. There is no class for machines weighing more than 2,000 pounds. The prizes will be silver cups of appropriate design. Entries close Saturday, September 13, with George Collister, secretary, 317 Superior street, Cleveland, O.



MISS NINA HAY OF SAGINAW, MICH., IN AUTOMOBILE IN WHICH SHE MADE A
TOUR TO ATLANTIC CITY.

Miss Nina Hay, of Saginaw, Mich., is making an automobile tour from her home to Atlantic City. As fellow travelers the young chauffeuse has her father and mother, Mr. and Mrs. E. R. Ayres, of New York, and Mr. L. P. Ramsey, of Lake Charles, La.

The officials of the Chicago Automobile Club are planning a novel race on a straightaway track, "under sealed orders," so that the general public will not know where the race is to be held. Even the contestants will be kept in ignorance

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of the place of the race until they meet at the clubhouse on Michigan avenue the day of the race, when they will be given sealed envelopes telling where the event is to take place.

Preparations are being made for a race meet at the Readville track, near Boston, to be held about October 11, under the auspices of the Massachusetts Automobile Club. Efforts will be made to have some of the most famous American automobilists enter the various events.

The newly formed Berkshire Automobile Club will shortly make a run to Albany and be the guests of the Automobile Club of that city.

The Wachusett Automobile Club of Fitchburg, Mass., has recently organized with 15 charter members. Charles F. Putnam, of Fitchburg, is president, and has generously offered the club his automobile stable for use as headquarters. The other officers are Dr. A. H. Pierce, of Leominster, vice-president; L. H. Greenwood, of Gardner, secretary; George P. Grant, Jr., of Fitchburg, treasurer; the above officers and Dr. A. E. Mossman, of Westminster, Dr. J. G. Henry, of Winchendon, and Henry R. Smith, of Leominster, directors.

Plans are afoot for a great automobile meet, to be held in Washington during the national encampment of the Grand Army of the Republic, the first week in October. The best known automobilists in the United States may race their machines the length of Pennsylvania avenue, which, from the Treasury to the Capitol, is a broad expanse of smooth asphalt, an ideal mile and a quarter course. It is expected that Henri Fournier and Foxhall Keene will be among the competitors.

Arrangements are rapidly maturing for the automobile parade, which will be held on the avenue during the week of the encampment. Many automobile owners have signified their intention to take part. The automobile race meeting is an outgrowth of this idea. No final program has yet been arranged. The White House Lot, at the rear of the White House, and which is elliptical in shape, has also been suggested as a race course.

Kilometer Record Again Broken

AMAZING speeds were reached in the motor-car races at Deauville, France, on Tuesday in the presence of a great crowd of fashionable people. The chief event was the race for the kilometer championship of the world, which was won by Gabriel, on a Mors car.

The world's record for a flying kilometer, previously held by Mr. W. K. Vanderbilt, Jr., of 29 2-5 seconds, and latterly by Mr. Jarrott, of 28 1-5 seconds, was reduced by 1 4-5 seconds, to 26 2-5 seconds, by M. Gabriel, who drove a Mors machine weighing a thousand kilograms. It was also beaten by M. Chauchard, with a Panhard, doing the distance in 26 3-5 seconds; by M. Blon, with a Serpollet, in 27 1-5 seconds, and by M. Levegh, with a Mors, in 28 seconds.

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All these were of the heavy category, with two places, the weight of automobiles being limited to 1,000 kilograms.

The records for all categories were beaten, except in the case of motocyclettes, the record for which is held by Mr. Williams, at 40 3-5 seconds.

The performance of M. Rigal with a motocycle, in 28 4-5 seconds, is considered marvelous. He drove a machine fitted with an 8-horse Buchet motor.

M. Barré, with a motocyclette made by Brumeau, of Tours, covered the distance in 43 1-5 seconds. This was in the category of machines weighing thirty to fifty kilograms. Much interest is now being taken in this new kind of bicycle.

M. Leblon would probably have done better with his Serpollet steam machine, but the high pressure broke a tube at the moment of putting on extra power. Mme. "Bob" Walter was also in the heavy category with a Vinot machine, her time being 40 seconds.

The speed indicated by M. Gabriel, the winner, gave a distance of 136 kilo-



MR. AND MRS. SWAIN OF BROOKLYN, IN 9 HP. HAYNES-APPERSON PHAETON IN THE CITY PARK, KOKOMO, IND.

meters (eighty-five miles) per hour. The times were taken by the electric method. The contestants had 600 meters in which to attain full speed and 300 for stopping. A heavy layer of sand aided the stopping, as 300 meters nominally is not sufficient. About ten thousand spectators witnessed the running, and there were no accidents.

Sport and Utility

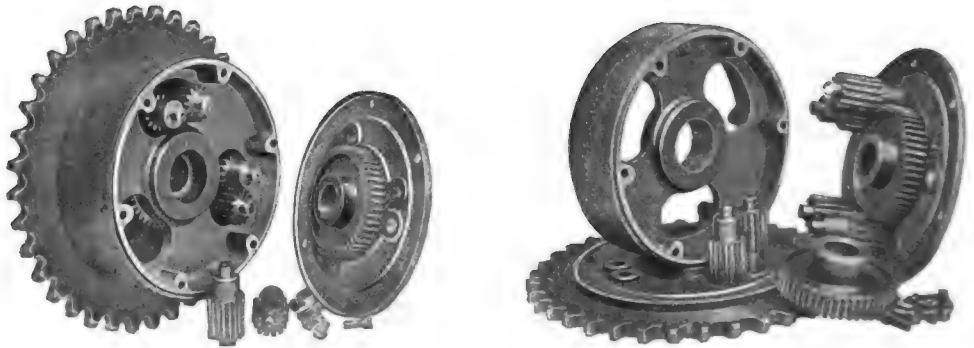
IF people will import foreign-made automobiles, that is no reason why they should not fit them with American tires. The Diamond Rubber Co., of 1717 Broadway, guarantee to fit French rims, and also make a specialty of inner tub-

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ings and casings, French valves and rawhide mauchons. In view of the exorbitant price paid for the foreign material, it is only a natural consequence that Diamond tires should be for sale at all storage repair stations.

The following description of the Dayton Differential Gear is furnished by the makers, the Dayton Motor Vehicle Co. of Dayton, Ohio:

What we designate for convenience as the "Driving Member" is similar to an iron pulley, having a strong central hub which is bored to receive the inner hubs of the two large spur gears, thus keeping them both in perfect alinement. This hub cannot stretch or give down and effectually prevents the large spur gears from getting cocked or twisted. The thrust sidewise from either driving wheel comes squarely against the hub of the driving member and is not transmitted



DAYTON DIFFERENTIAL GEAR.

against the opposite side plate so as to wrench it, loosen the screws and cause trouble.

The driving member not only carries the large spur gears which are fitted into its hub, but it also carries two removable and interchangeable side plates, thus forming a dust proof box, enclosing all the gears. Either or both of these side plates may be replaced at will with sprockets. The engraving shows one of them replaced with sprocket, which is the way they are generally used, but if two sprockets are desired, for example one for ordinary use and the other for hill climbing, they can be put on at any time. These side plates or sprockets carry the bearing for the pinions; these bearings are lined with case hardened steel bushings.

These side plates also perform the very important function of forming a bearing underneath the rim of and against the outer face of each of the large spur gears, thus co-operating with the hub of the driving member, in holding these gears rigidly in place, thus keeping them in perfect alinement and consequently in perfect mesh with the pinions, thus obviating all danger of stripping the teeth or warping or cocking the gears or pinions when subjected to the terrible jerk and strain incident to a sudden application of the band brake.

The six pinions are each cut out of solid steel and their shafts run in case hardened steel bushings as above explained. The great superiority of this construction over making each pinion a thin shell running on a common stationary stud will be apparent to all.

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"Right at the park gate" is the motto Messrs. Barry and Hayes have adopted as the watchword of their new storage at Fifty-eighth street and Madison avenue. For convenience of automobilists driving through Central Park, the station is certainly most handy, and as it includes every requisite for an up-to-date repair station, it should certainly not lack patronage. The station opens September 1.

Model XXXV. broughams of the Electric Vehicle Company's make are becoming popular. Last week among the purchasers of such vehicles at the New York office were Mr. Hugo Blumenthal, of Hallgarten & Co.; Mr. B. M. Baruch, of A. A. Housman & Co.; Mr. H. P. Goldschmidt, of H. P. Goldschmidt & Co.; Mr. Chauncey B. Borland, of Chicago, and Mrs. Simon Borg, of 855 Fifth avenue.

Chas. E. Miller, of 97 Reade street, has just received from France a shipment of ladies' automobile veils and masks. The veils are made up like ordinary veils, with the exception of a transparent piece which covers the face, and which is not noticeable from the street.

Captain Bernier, a Canadian explorer, proposes to reach the pole by automobile. The automobiles in which he proposes to make the last stages of his trip to the North Pole are adapted from a Russian invention. Instead of wheels they have rollers. Such invention has been used with success on extensive ice packs similar to those of the polar regions. The Captain's plan is to place his vessel in the ice pack off the coast of Siberia, at a point which he calculates will drift him into the nearest point attainable to the pole. When that point is reached, he will disembark working parties, who will carry wireless telegraph outfits, and the automobile sleigh will then be put into commission. Captain Bernier's plan of drifting with the currents that carry the pack ice to the coast of Greenland is based on actual observation by men experienced in the polar seas.

A new combination automobile cap and eye protector has been devised by Demmerle & Co., No. 248 West 23rd street, which has aroused much interest among automobilists. The eye protector, of mica, surrounded by a neat black rim, folds up under the cap when not in use, and is light, convenient and practical.

"Business is humming" was the reply of T. P. Myers, manager of the Central Automobile Station, in response to an inquiry last week. And in confirmation of this statement, Mr. Myers showed a page in his order book referring to the day's business. This disclosed the sale of E. R. Thomas' 40-hp. Panhard to W. Ford, of Pittsburg, for \$16,000; a 16-hp. Mors to Mr. Emerson (of Bromo-Seltzer fame), for \$8,500; one Peugeot sold in New York, and one in Brooklyn, and one 10-hp. Cottureau. Not a bad day's business.

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The car built and raced by George C. Cannon at Brighton Beach was assembled from parts made by various accessory makers. The running gear was furnished by Charles E. Miller, 97 Reade street, maker of the well known gear bearing his name.

The village of Wilmette, Ill., has blazed the way for other towns and villages wrestling with the problem of an equitable speed law for automobiles by fixing the rate at 12 miles an hour.

The automobilists of Chicago are to be assessed for their automobiles on a basis that \$1,000 is the estimated value of each one.

Arthur Brown, of East Orange, N. J., has purchased of Winthrop E. Scarritt a White automobile in which Mr. Scarritt recently made a trip through New England.

Mr. and Mrs. Arthur L. Banker, of Pittsburg, recently made the trip from their home to Atlantic City on their automobile. They took a long route, first visiting Canada and the Thousand Islands.

According to the cable from Paris, George Kessler, of New York, has just paid the highest price of the season, 72,000 francs, for a 40-hp. Mercedes automobile.

Mrs. W. H. Deming recently made a record breaking trip from Del Monte to San Francisco in a Winton touring car, making 150 miles in a little over six hours.

Mr. and Mrs. E. B. Martin, Miss Coe Martin and S. K. Martin, Jr., recently made a trip from Chicago to New York in a yellow touring car, manufactured by the Packard Automobile Co.

John H. Bolton and Charles H. Anderson have recently completed a 1,200 miles trip through Southern Illinois, Kentucky and Tennessee in a Toledo steam carriage.

Hoffman Steam Car

THE "Hoffman" Steam Car is manufactured by the Hoffman Automobile and Mfg. Co., Cleveland, Ohio, under the supervision of Mr. L. E. Hoffman, vice-president and general manager of this company.

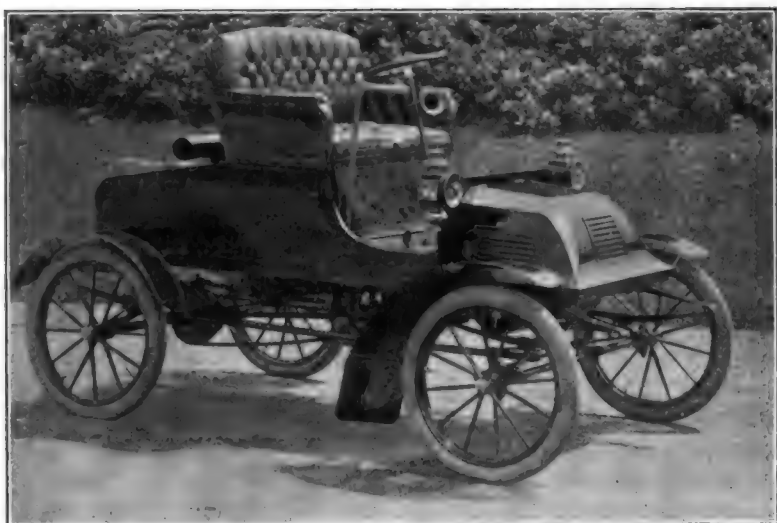
This car is especially constructed for hill climbing and good hard touring work, and at the same time being comfortable and easy riding. Mr. Hoffman has

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accomplished this in his car by building it with a long wheel base, thus overcoming the "plunging" movement observed in short-geared cars.

The seat is 39 inches wide by 22 inches deep, very roomy and handsomely upholstered with the best quality black leather.

The most important feature of this car is its Patent Flash Steam Generator, composed of a number of helical coils of pipe, one laid above the other, connected up in pairs. The water enters at one end, and superheated steam, containing no moisture, issues at the other, hence no condensation is visible. It is tested up to 1,200 pounds cold water pressure, and as there are no joints exposed to the fire it cannot be burned out or blown up, there being only a small quantity of water in it at any one time. No steam pump, water glass, fusible plugs or safety valves are required. The water circulates very rapidly, thus causing it to produce about



HOFFMAN STEAM CAR, MADE BY HOFFMAN AUTOMOBILE MFG. CO., CLEVELAND, O.

double as much steam as the old type boiler of same size, and the rapid circulation prevents scale or deposit in the tubes.

The engine is of the marine type. It has 3-inch bore and 4-inch stroke, and with 150 pounds wet steam pressure develops $6\frac{1}{2}$ actual horse-power. With 300 pounds wet steam pressure will develop 12-hp. But as the steam is superheated it will develop from 15 to 18-hp. The steam chest, cover and joints are all ground fits requiring no packing. The only packing used is at the piston rods. The stuffing boxes are large and roomy, consequently frequent packing is not necessary. The frame is roomy and easy of access. Burner is of the Bunson type, made from two steel plates tied together with steel tubes. Tubes and plates being of the same kind of material, allows equal expansion, thus preventing the tubes from becoming loose and at the same time prevents the burner from warping. A pilot light which burns all the time keeps the burner in operation and is connected

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with a thermostat which regulates the fire. Starting lever and reversing lever are both on the inside of the seat at the right hand and easy to handle. Equalizing gear is of the spur type, dust proof and self-oiling.

Attached to the cross-head of the engine is the feed pump, which supplies the water necessary for the generator. There is also an emergency hand pump with a long lever running perpendicular with the seat at the right hand side, but rarely necessary to use it. The steering is of the wheel type, composed of a box in which is enclosed a nut to which is attached a bell crank and is so constructed that one complete revolution of the wheel will throw the steering wheels clear over. All the wear can be taken up by the adjustment of two nuts.

The brake is of the clam shell type, made from two pieces of solid bronze—no lining. The rear motion is positive and will hold the weight of the car on any hill, no matter how steep. Wheels are tubular steel; the spokes are steel tubes brazed into steel hubs and double steel rims. They will stand a strain of 19,000 pounds each.

Automobiles in Army Maneuvers

WHEN Gen. Greely arrived in New London, Conn., in connection with the army maneuvers, he was met by one of the Signal Corps automobiles.

On the way to the hotel the motorman amused himself by exploding his power. The effect resembled a saluting volley. Gen. Greely outlined the part the Signal Corps was to play in the coming maneuvers. "We are to have three automobiles. Mine is the first corps in the army to adopt this machine. But I am not going to use it merely to run about in. I shall use it chiefly to repair breaks in telegraph wires and to meet similar contingencies. Personally, I believe these maneuvers are of the highest possible value. I have had to bring men 1,300 miles for the 10 days' duty. But it is just this sort of test that will bring out the weak points and the lack of preparation. Without such a test we should never be ready. I am using the automobiles and the wireless telegraphy of private makers, because I believe that it is the duty of the country to supply us with inventions, rather than for us to devise them."

A Wall-Climbing "Masheen"

AFTER three hours of waiting for an automobile's balking to cease, A. B. Cutts, general passenger agent of the Minneapolis & St. Louis Road, saw the "masheen" towed ingloriously down the road by a dray horse, and the promised automobile ride disappear into thin air, says the *Minneapolis Journal*.

Fred Clifford owns the big automobile that rolls over the pavement as easily as a pneumatic-tired baby cab, and squawks like a duck far from water. Mr. and Mrs. Clifford were to take Mr. and Mrs. Cutts for an automobile ride yesterday afternoon. The ride did not materialize. Mr. and Mrs. Clifford were there, so were Mr. and Mrs. Cutts; but the automobile declared the program off.

At the appointed hour Mr. and Mrs. Cutts saw the automobile roll up in front

AUTOMOBILE TOPICS

of their residence, and they went into the house to prepare for the ride. Mr. Clifford said the machine was working finely. Mrs. Clifford and her son transferred to the rear seat. When Mr. and Mrs. Cutts reappeared at the front door they beheld with amazement the automobile across the street, backed up the bank. Before the wonder grew less, the machine gave a snort, and tried to mount higher. Mrs. Clifford and the boy occupied an elevated position, which brought them in close contact with the branches of the shade trees. Mr. Clifford was down near the soil figuring. The best that could be coaxed out of the machine was a squawk and a snort. After three hours of coaxing and figuring, the automobile was towed down the street for further treatment.

Mr. Clifford explained that he had "tightened the clutches" so as to make the machine work back more quickly. It backed so rapidly that before he could prevent it, the automobile was across the street, threatening to climb a shade tree. Its protest against tight clutches is to be respected.

No Wonder He Was Scared

PROTESTS against the automobile by scared newspaper writers and editors are so common these dull days as scarcely to deserve mention. An exception, however, is to be made for the Wooster, Ohio, Jacksonian, which relieves its feelings in the following screech:

We do not want to get too far ahead of the times, but wish to suggest the expediency of passing an ordinance regulating the speed of automobiles.

Every once in a while an automobilist strikes the town, and with a desire, perhaps, to astonish the natives, pulls his cap away down over his eyes, and makes the old thing prance and cavort around on our streets, threatening the mental equilibrium of our equine population, and incidentally the life and limbs of humanity here. As a matter of fact, we don't object to the possibility of having the daylight knocked out of us once in awhile, or a broken leg or two, or even being killed, but we object seriously and strenuously to having the quiet, peaceful life of the horses in this city and vicinity rudely disturbed. Our horses are used to a snorting, wheezing, slow-going traction engine, which gives them time to examine its parts and determine its character; but when a thing without head, tail, or even a snort, whizzes by faster than a 20 clip, it is more than our horses are able to stand, and in their interests we enter a protest. A friend of ours who lives out of town informs us that a sight of one of those automobiles scared his horse so badly that its eyes hung clear out on his cheeks, and were with difficulty replaced; and that every time that animal smells gasoline he goes on a rampage, and tries to get into the buggy with the driver. This sort of thing ought to be stopped.

Give the Mules and Cows a Chance

ASCHOOL for mules will have to be taken in hand next, according to the declaration in a lawsuit filed at Nashville, Tenn., by G. A. Lane, wife and daughter, Eva Lane, against Leland Hume and A. P. Harrison.

It is claimed in the declaration that the complainants were driving a mule to

AUTOMOBILE TOPICS

their vehicle on the Lebanon turnpike when they met the defendants scorching in an automobile. The mule became frightened, ran away, and all of the occupants were thrown out. It is shown that the mule was a country mule, and a reasonably gentle one, and that in running away he did just what any other mule would have done. The complainants claim that while driving along in a careful manner the defendants approached them seated "in a new and strange machine called an automobile, emitting large quantities of steam, and making strange and unusual noises, which were calculated to frighten horses and mules." It is charged that such machines are public nuisances.

From Riverhead comes this story: The death of a valuable cow is directly traced to a big red French automobile, and it may be that some steps will yet be taken by the county fathers to protect the cows, as well as to regulate the speed of the autos. The cow belonged to Charles Henry Howell, who lives a mile east of Riverhead, and was out in the pasture, peacefully grazing, when along came one of these French automobiles. It was a big machine, and was going along at a lively rate of speed. The machine was painted bright red, and in front was the chauffeur, dressed in the regulation costume, and wearing the big blue goggles. The cow, which had been in the best of health, giving 20 quarts of milk a day, gazed at the horseless carriage as it came whizzing up the road. The animal threw up its head, gave one jump into the air, and dropped dead. There was nothing left except for "Luxury" Smith, who took the hide. Now, the question is, Has Mr. Howell a cause of action against the owner of the automobile?

Trade Notes

[Insertions under this caption 3 cents per word; minimum 50 cents per insertion. Payment must invariably be made in advance—in postage stamps if desired—as no accounts can be opened for this class of advertising.]

HANDY MAN, fair mechanic, wants position in automobile factory or station. Address B., 272 East Fifteenth Street, Flatbush, Brooklyn, N. Y.

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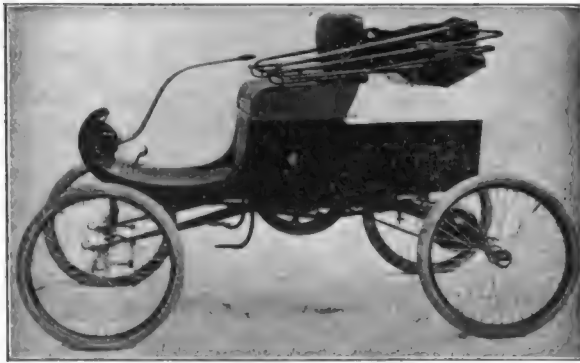
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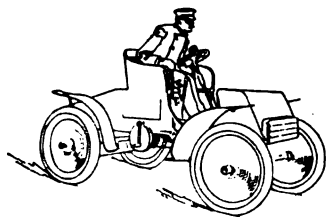
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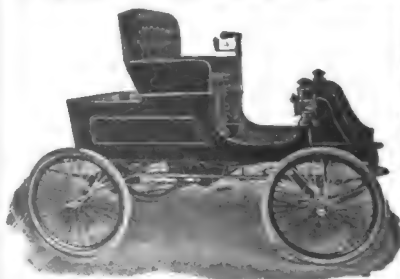
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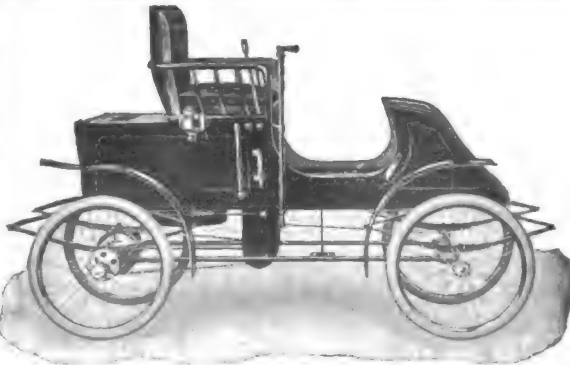
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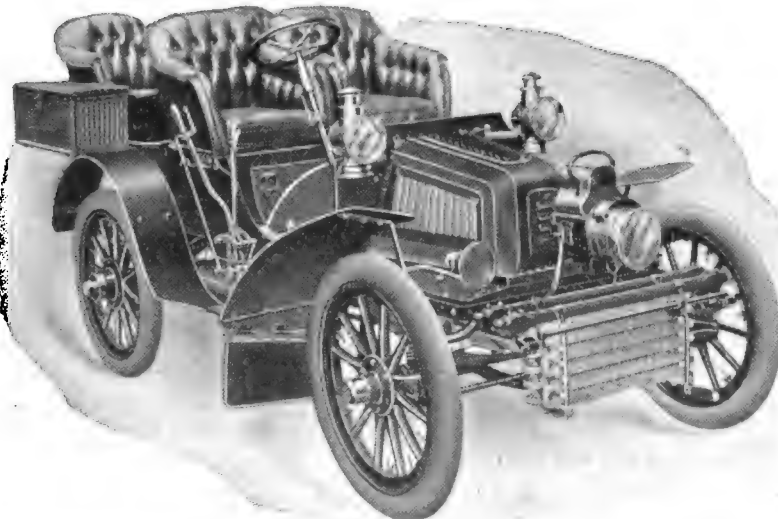
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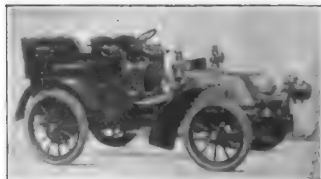
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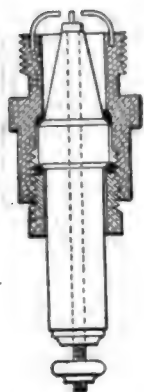
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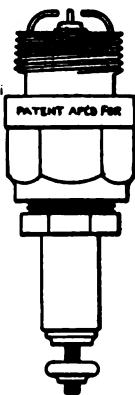


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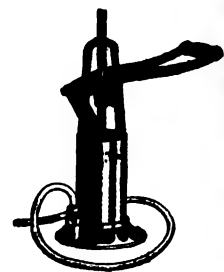
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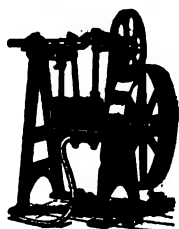
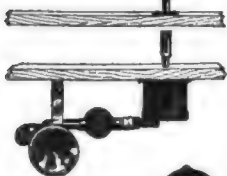


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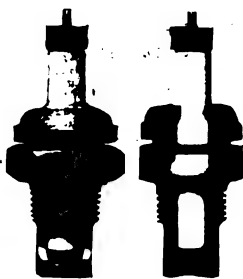
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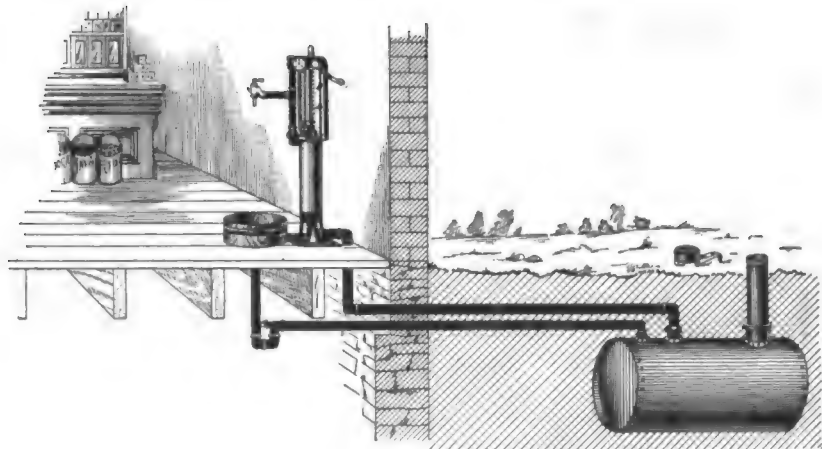
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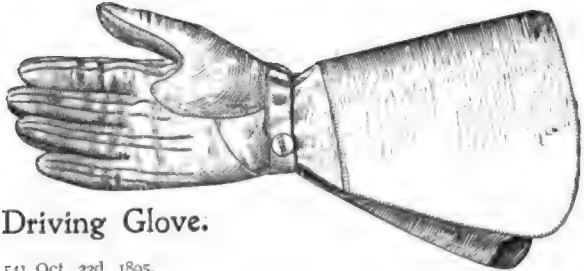
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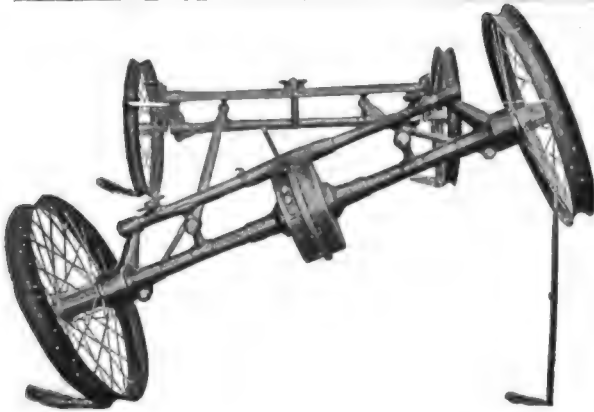
FOWNES'

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U. S. Patent 548,541 Oct. 22d, 1895.

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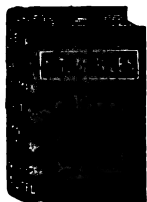
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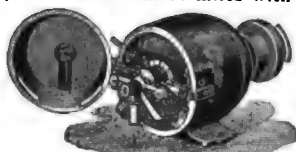
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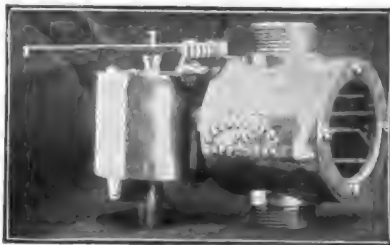
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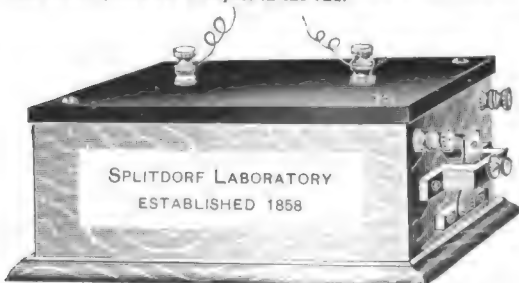
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Vol. IV.

NEW YORK, SEPTEMBER 6, 1902.

No. 21



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FIRST AUTOMOBILE IN A DUTCH VILLAGE.

After the Painting by Henri Cassiers.

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VOL. IV.

SEPTEMBER 6, 1902.

No. 21

The Voice of the Automobile

EDUCATING horses to the automobile is an excellent idea, for which the Automobile Club of America is to be highly commended. But a still more excellent thing would be the education of men, to which the attention of the club is respectfully invited. And the A, B, C of such an education should be the voice of the automobile itself. For in its claim to be considered as man's best friend, the automobile speaks in no uncertain tone. Caressing as a lover, the automobile woos by the poetry of its motion; fitful as a sick child, it halts and cries at the wayside when something is amiss; but stern and merciless, and as swift of execution as the decrees of Judge Lynch, is its protest against incompetence and folly. In tones loud enough for all the world to hear, the automobile has been proclaiming that folly at the helm is a sin and a crime, and that the wages of sin is death.

To educate men to the automobile would be to silence this tragic protest. Begin with the lawmakers. Teach them to understand and heed the automobile's protest against folly at the helm. Let them learn from the practical experiences of legislators in France, where every automobilist is required to pass a strict examination into his personal fitness to be entrusted with the guidance of an automobile. True, even at such examination, folly may occasionally pass muster under the cloak of ability; but though it deceives the examining board, its identity is fatally disclosed by the automobile itself when the final crash comes. For one tragic object lesson like the Fair accident, it goes without saying that hundreds of others are avoided, especially in a country like France, where automobiles are thick as flies, and chauffeurs venturesome to the thin edge of peril.

Fitness on the part of the men in charge of the machine is not the only point on which an educated legislature would insist. A strict examination by competent experts of every new pattern of automobile would also be deemed necessary. In the case of American-made automobiles such an investigation would merely tend to the exclusion of "freaks," as, with these exceptions, all American machines are built on rational lines, and of good material. But many of the foreign-made vehicles imported to this country should certainly be closely scrutinized before

AUTOMOBILE TOPICS

being given the rights of the road. It is an open secret that many machines which fail to pass examination by the authorities in Europe, instead of being returned to the factory, or relegated to the scrap pile, are simply taken to pieces, boxed up, and shipped to this country as perfect. Similarly, many old machines which have broken down again and again, and been returned by their purchasers as worthless, have been tinkered up, and exported as new machines. Such combinations may justly be termed infernal machines, and their entry under any pretext should be prohibited.

Having taken reasonable precautions to insure alike the competency of the driver, and the fitness of the machine to be driven, then should an educated legislature see to it that both behave themselves. A license to the driver, and a means of identification to the machine should be obligatory. This means of identification ought to be something more than mere initials dangling from a tag suspended under the machine. It should be an identification which not only he who runs may read, but which he who is knocked down, and cannot run, may read also. A plain, bold number, prefixed with an initial, thus, "N. Y. 189," or Bs. (Boston), Bu. (Buffalo), Bkt. (Brockport), etc, sufficient to make identification certain, the number corresponding to the number on the driver's license. And to insure due care on the part of an automobilist, make him responsible for accident, except where the blame is palpably the other way. For the first offense a substantial fine, for the second offense a six months' prohibition, and a second examination at the end of that period, and for a third offense a final and permanent prohibition from ever driving an automobile again. For such a law the automobile itself cries aloud. Let our lawmakers be educated up to understanding its appeal, and there would be an end for good and all to this senseless anti-speed legislation, as well as to the tragic warnings which the automobile itself utters.

Drivers Must Pass Examination

AS illustrating the necessity of a rigid examination of automobilists, the following letter, which Mr. Alfred Harmsworth writes to the Car, is worthy of more than casual perusal:

"The tragedy by which Mr. and Mrs. Fair lost their lives in France last week surely points to the need of some drastic examination of those who are to be entrusted with automobiles of high power. I write with considerable feeling, inasmuch as it is only a few weeks ago that I had a conversation with Mr. Fair on the subject of the dangers of motoring. I was leaving the Hotel Ritz one morning, and outside stood a beautiful new 45-hp. Mercedes, and I do not think I can be accused of partiality in saying that it was, in carriage and engine-work, the most perfect car in the world. It had only been bought that morning, and had just arrived at the hotel.

"Mr. and Mrs. Fair were sitting in the tonneau, and as I passed the car someone mentioned to Mr. Fair that I was also the owner of a Mercedes. How ignorant he was of the automobile may be gathered from the fact that he told me he was under the impression that it could be started on the fourth speed! I pointed out that the gear would probably collapse in the attempt, but he was

AUTOMOEILE TOPICS

incredulous. The recklessness with which Americans of the type of Mr. Fair rush into automobilism has caused many serious accidents in the United States, and it was significant that within half an hour after Mr. Fair's departure that morning, a few weeks ago, his car collided with another close by the Arc de Triomphe.

"Is it not a mistake of motor-car journals to minimize the great danger that attends the driving of high-power cars?"

It is stated that Frank Mathews, who was killed last week by an automobile accident, together with Mrs. Marie Cobb, of Virginia, was arrested at Seabright less than three hours before his death for exceeding the speed limit, and that he then received a warning which, in the light of subsequent events, proves to have been a prophecy. After the officer who made the arrest had related that



WILLIAM ROCKEFELLER'S 24 HP PACKARD, BUILT BY OHIO AUTO CO., WARREN, OHIO.

Mathews was driving his car 30 miles an hour, Judge Redford levied a fine, and said:

"Some day your steering gear may get out of order, or something break, that will result seriously."

Mathews left the court room to continue his ride which resulted in his death.

The Haynes-Apperson Vehicle

IN 1895 the Chicago Times-Herald held an automobile contest. In that contest—a struggling concern destined to result in great things—Haynes-Apperson, of Kokomo, Indiana, entered a car. Because of an accident to one of the carriage wheels, their vehicle could not participate in the race, but the vehicle was awarded a prize of \$150 for a balanced motor. The same type of motor is used on these cars to-day.

Right on down through the years 1896, '97, '99, 1900, '01, the Haynes-Apperson cars of the regular pattern carried off the plums in many contests, and added to its already long list of laurels by winning the New York to Rochester contest.



HAYNES-APPERSON 9 HP. PHAETON.

These cars are equipped, as is said above, with the same balanced type of motor this house first started to use. They claim that it is powerful, reliable, and most evenly balanced, and that it runs with a steadiness and smoothness not excelled by any form of power known. The smoothness and steadiness of its operation are due, principally, to its balanced motion, and constant torque, due to the fact that the flywheel receives an impulse at each revolution. By means of the method of constructing the carburetor, the power of the Haynes-Apperson motor can be varied from $\frac{1}{2}$ hp. to 10 or 12 hp. by pressing down a button in the

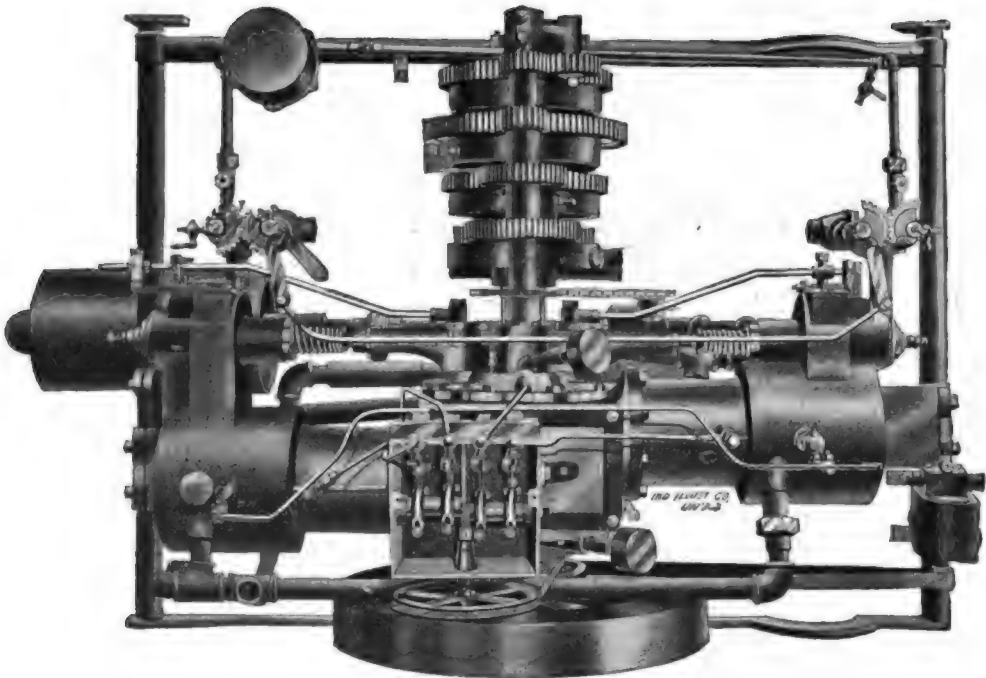
AUTOMOBILE TOPICS

floor of the carriage by means of the heel. The speed of the motor is varied by the same means through the wide range of 200 to 800 revolutions per minute.

A particularly effective system of motor lubrication is accomplished on the Haynes-Apperson vehicles by means of a pump having four outlet pipes, which convey oil to both cylinders and to the crank boxes and cam gears.

A make-and-break device forms the ignition apparatus. Current is supplied by a small magneto, which, the makers claim, has proved much more reliable than the best battery ever made.

Power transmission to the wheels is accomplished by means of a set of



HAYNES-APPERSON 9 H.P. MOTOR.

friction clutches, which are all operated by means of a single lever, which engages and disengages them in regular order from the lowest to the highest speed. When the change-speed lever is locked in place, the rate of progression of the carriage can be varied by means of the foot button alone from 8 to 25 or 30 miles an hour. The clutches, the Haynes-Apperson Company claims, work promptly, and wear but very little, even after long continued use.

Cooling of the motor is accomplished by means of a rotary circulating pump, and a set of radiating coils, which permit the rapid circulation and cooling of the water passing through the cylinder jackets.

Gasolene is stored under the seat of the carriage, and flows by gravity to a small float or regulator, which keeps it at uniform pressure at the carburetor.

A claim made by the makers of these carriages is that the general carriage

AUTOMOBILE TOPICS

construction is excellent. The frame is made of steel tubing, and the castings forming the angles at the corners are of the best quality of mild steel. The under frame is made of the same material, and is joined by a swivel to the front axle, so that the latter can move up and down at either end without straining either the frame or the axle.

Steering is accomplished by either lever or wheel, as may be desired.

Much pride is taken by the Haynes-Apperson Company in the long list of satisfied customers they have on record, and they are using every endeavor to make their cars more satisfactory than ever.

The Haynes-Apperson Company are at present enlarging their works to such an extent that their capacity for 1903 will be double that of 1902. The total floor space of their buildings will be 70,000 square feet. They are enjoying a sharp and steady demand for their carriages, which keeps them working to their capacity throughout the year.

W. K. Vanderbilt, Jr., Automobilst

THE statement given wide publicity through the daily papers that W. K. Vanderbilt, Jr., had sold out all his automobiles, and had decided to abandon the sport, was received with no less amazement than incredulity by the automobiling public. Such a notable secessionist would indeed have proved more than a seven-days' morsel for the motorphobic gossips, and automoniatic accident mongers. Within a week, however, comes the news that Mr. Vanderbilt, on the complaint of two women that he was driving his automobile at an illegal rate of speed, was fined \$10 by a police court justice in Newport.

Of course, no one would be ungallant enough to question the word of the two women, who, whatever they may have known about speed, certainly could hardly be mistaken in the more important point of Mr. Vanderbilt's identity. Even the upright judge who inflicted the terrible penalty of \$10 fine was probably induced to do so as a public and official refutation of the canard as to Mr. Vanderbilt's alleged retirement. Sapient judge!

In the storage of Barry & Hoyes, at Madison Ave. and 58th St., there is a 24-hp. Renault belonging to Mr. Vanderbilt, which is a standing refutation of the story that the brilliant automobilist had abandoned the pastime.

Apropos of Mr. Vanderbilt's automobiling experiences, an amusing story is given in the Paris *Le Velo* to this effect:

The other afternoon, while two policemen were amusing themselves at a street corner, watching one of the Paris white-wing brigade turn the hose on the roadway, a big automobile was seen approaching at a furious pace from the Avenue Champs Elysees. The driver, *tres chic*, was quietly giving orders to his mechanic in the rear seat.

"Ah, a racer, two seats only, illegal speed!" exclaimed the Parisian copper who first caught sight of the machine, at the same time preparing to raise his terrible "*baton blanc*," which is the Parisian for policeman's club.

"Wait a minute," said the other, catching the uplifted arm of the law. "See,

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that chap at the wheel has only a purée Panama, worth five francs and a half (about \$1.10). I've been in the hat business, and I know a hat when I see it. He's only a poor devil of a workman who has been for a Sunday's outing, and is now taking the machine back to his employer. Leave him alone."

The plea went all right. But the poor driver with a dollar purée Panama, adds the paper, was none other than the American chauffeur millionaire, Vanderbilt.

If Mr. Vanderbilt would but import a few of those purée Panamas (whatever they may be—possibly Panamas which ought to be in the soup), he will confer a benefit on automobilists, provided he can bring along a few Parisian agents de police who have been in the hat trade, and get them jobs on the police.

Harry S. Harkness

WHEN the big Mercedes car ran away from everything at the Brighton Beach track two weeks ago, the question on everybody's lips was "Who's Harkness?" That he was a chauffeur of undeniable nerve and skill, everyone who saw him swing his ponderous machine around the track's sharp corners, allowed. But who he was, or where he came from, was a puzzle which lent additional interest to his brilliant performance.



HARRY S. HARKNESS.

Harry S. Harkness is the son of Mr. L. V. Harkness, a Standard Oil man, who resides at 933 Fifth avenue, New York. Young Harkness, who is in his 25th year, inherits his love for sport from his father, the latter being one of the best known, and, withal, most modest sportsmen on the American turf. Four years ago the subject of this sketch purchased his first automobile, a Locomobile, on which he made many trips in and around New York, and subsequently through California. Having disposed of this machine, he bought an Orient motor tri-cycle, but after a few months sold this and returned to his first love, the Locomobile. In his second machine he made several trips from New York to Boston, to the Thousand

Isles, and back. In September, last year, he went to Paris, where he received his first lesson in steering a big automobile. Beginning with a Mors 10-hp., he subsequently bought a Mercedes 12-hp., then a Panhard 40-hp., and finally the big Mercedes, in which he first showed his ability as a driver on an American track at Brighton Beach. This machine he has dubbed "The Crimson Cyclone."

Having demonstrated his fitness to class in the front rank of American drivers, with a Vanderbilt, Bostwick, Foxhall Keene, Bishop, etc., young Hark-

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ness has a laudable ambition to aim at the highest honors in the automobile world, namely, to lift the Gordon Bennett trophy. When the American team goes to England next June to compete for this prize, he will be on hand with a machine of his own, American built, of course, and, with a modicum of good fortune, he ought to be heard from among the first to reach the winning post.

Searchmont Type VI. Car

THE new Searchmont Type VI., which is making its initial bow to the public, is fitted with an 8-hp. double-cylinder vertical motor in front. The motor is practically the same size as that in Type V. (which has made such an enviable reputation for itself during the past season in endurance contests, etc.). It has, however, been improved in a number of details. The motor now has a



SEARCHMONT TYPE VI CAR.

solid head, the water joint having been dispensed with; also an improved valve, etc. It has three speeds forward and reverse, the third speed being so arranged as to give a direct drive from motor to compensating gear, no intervening gears being in operation. This operation materially reduces both friction and noise.

The entire car is elegantly finished and luxuriously upholstered, the tonneau (which is detachable) being especially "roomy" and comfortable. The car is fitted with four brakes, two of them on the countershaft being operated with right pedal, and two on the rear wheel being operated by a hand lever. The emergency brake also automatically throws out the clutch, so that if it is necessary to bring the car to a sudden stop, all that has to be done is to throw this lever forward. Two sets of batteries are furnished with each car, which, in the French fashion, are in a box on the right step, and are very convenient. Both

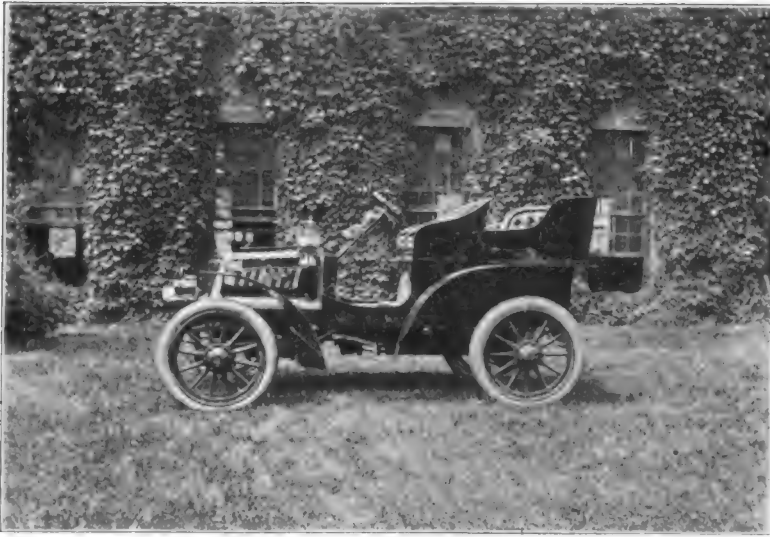
AUTOMOBILE TOPICS

sets are wired and connected with switch, so that one set can be thrown off and the other on without the operator leaving his seat.

A very efficient cooling coil is gracefully hung in front of the car, and positive circulation is assured by a gear circulating pump. Another improved feature is the mechanical oiler, which automatically and positively oils the engine and driving mechanism of the car. The gasoline and sparking levers are on the steering post, immediately under the wheel, and can be operated without removing the hand from the wheel. A button is also attached to the left side of the wheel, convenient to the thumb, the bare pressing of which shuts off the current and consequently shuts off the power. The clutch lever is operated by the left foot. The price will remain \$2,500, the same as for the Type V.

Automotor Tonneau Car

THE tonneau French type car of the Automotor Company of Springfield, Mass., is the result of over five years' work and development by this company, during part of which time they have been building smaller type cars very successfully. These tonneau touring cars are of the French type, motor in front, with direct drive to bevel gearing on rear axle. The motor is two-



AUTOMOTOR TONNEAU CAR.

cylinder imported French design, of 12-hp., and gives ample capacity for the car and fine hill-climbing powers. The radiator is of a novel form, somewhat after the Mercedes, but much simpler, with forced circulation from a chain-driven pump. The frame is light angle steel section, and gives stiffness, with moderate weight. The change gear is a modification of the internal gear type, with two speeds and reverse, and having direct connection on the high speed. The car

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will take comfortably on the high gear a six to seven per cent. grade with its full load of passengers. Brakes are ample, and are double acting. The bevel gear construction shows ample strength and great stiffness. Wheels are artillery type. Commutator for the motor is placed in the dash, and is chain-driven from the motor. This arrangement makes it very accessible for inspection. The gasoline tank is under the front seat, and has a capacity for 200 miles. The body construction and design is both graceful, light and strong. It is of sheet steel on light steel angles, and the painting is enameled. Several of these cars have been in the service of customers for some time.

Sport and Utility

THE Peerless Company, of Cleveland, O., are the first to declare their intention to take part in next year's Gordon Bennett contest. Already three machines are in hand for this event, two 40-hp. and one 25-hp. Entries for the race must be made through the Automobile Club of America, and must reach the committee in Paris before January 1, 1903.

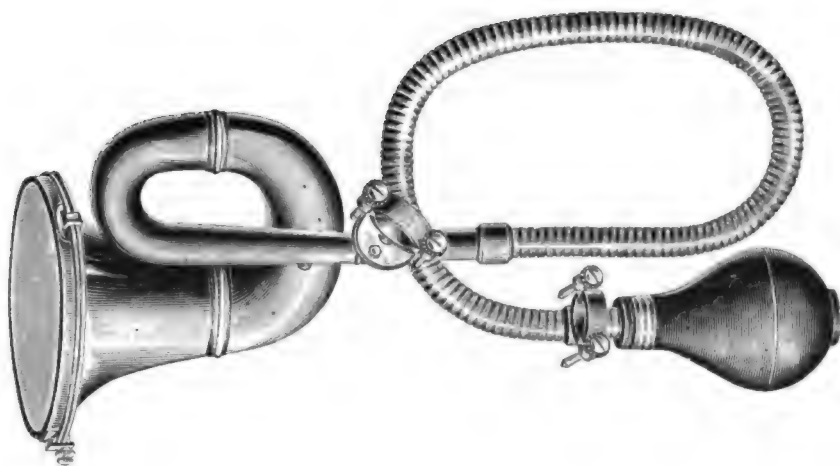
An effort is being made to have the roadway of Seventh avenue, above Central Park, improved. Since President Cantor declared himself in favor of a scheme for beautifying the city, it is thought that here is a good place to begin. The avenue is largely used for driving and automobiling, and its present condition is anything but desirable.

The three chiefs of the Indianapolis fire department say that before many years all the portable apparatus used for extinguishing fires will be on the automobile plan. Already the Board of Public Safety has investigated the advisability of obtaining automobiles for the three fire chiefs, and will know in a few days what it will cost to provide them. In this change the board looks for a saving, after the first cost, of two horses to each vehicle, for better speed and greater safety. The proposed automobiles would have electric motors, and be charged in the fire houses. They would be of eight horse power and capable of going at a speed of 30 miles an hour. Automobiles for fire apparatus are past the experimental stage; every piece of apparatus in the city of Berlin is of that order, and also many in Paris. In Kansas City, a ladder truck is being equipped with a motor. It is only a question of four or five years, in the opinion of firemen, when these changes will be generally made in all the departments in this country. One of the points brought out in a discussion of the merits of automobile machines is that the drivers would not have to take care of horses upon arriving at fires.

The officials of the East St. Louis and Suburban Electric Railway Company and of the Interstate Transit Company, who are racing for the patronage of people who cross the Eads bridge, and engaging in legal warfare, had an exciting race across the bridge Saturday afternoon. Electric car and automobile

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matched speed, and the automobile won. All the officials had been at the office of Judge Silas Cook, listening to the arguments in the application of Attorney General Hamlin for an injunction against the electric company. Returning to St. Louis, they all reached the east end of the bridge at the same time. The electric railway people, of course, boarded a bridge electric car, and the automobile people as logically climbed into an automobile. The two vehicles started at the same time, and it was inevitable that under the circumstances there should be a race. The car had a little the best of the argument climbing the east side approach, and the electric officials were jubilant. Crossing the spans, it was nip and tuck, the car and the automobile running like a team nearly the whole way. Good-natured banter was indulged in between the officials, and there were cheers each time either conveyance gained an advantage. Coming down



NEW FRENCH HORN IMPORTED BY C. E. MILLER.

the west approach, it was a question which would gain the greatest momentum. The automobile spurted ahead, and by skillful handling by the chauffeur in passing wagons, it landed at Third street a winner, amid the cheers of the automobile officials, and the good-natured laughter of the electric railway men.

A new style of horn, imported from France by Chas. E. Miller, of 97 Reade street, is given in above illustration. This horn is furnished in either nickel-plated or polished brass, with screen over bulb, and 40 inches of metallic tubing attached.

The "foreword" of A. J. Eddy's "Two Thousand Miles on an Automobile," published by J. B. Lippincott Company, Philadelphia, gives more than a promise of the interesting character of the book itself. To judge by the tit-bit offered, it may be taken as a foregone conclusion that the reader who picks up the book

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will not put it away unread, notwithstanding the author's modest suggestion to do so. We await a complete copy of the volume with much impatient interest.

The "First Automobile Passing through a Dutch Village," after the painting by H. Cassiers, has been reproduced in most brilliant colors, with poster effect, by Emil Spielvogel, at 315 East 65th street, New York. The picture is copyrighted by W. J. Van Marken.

The Peerless Simplex racing car which acquitted itself so creditably at the Brighton Beach races was equipped with G. & J. tires.

A "model city" is planned as part of the St. Louis Exposition two years hence. To be deserving of its name, it should be a foregone conclusion that all transportation within its limits should be by automobile.

When Dr. Charles Cline, of Hackettstown, N. J., tried to introduce his driving horse to the Rev. J. C. Chapman's automobile, the animal almost demolished the machine, and Mr. Chapman's brother, the Rev. W. Y. Chapman, of Buffalo, was so badly injured that he has since been unable to leave the house. Dr. Cline had resolved to break his animal of being frightened at automobiles, and when the Rev. Mr. Chapman passed with his machine, he asked the dominie if he might use it in the experiment, and the permission was readily given. The horse was brought forth, and for 15 minutes was walked up and down in front of the machine. Then it was led over to the automobile and looked it over. When the horse sighted the carriage top it became wildly excited, and plunged up in the air. It came down on one of the front wheels, and the bursting tire still further excited the animal, and it turned and began to kick. Mr. Chapman received the full force of one blow on his leg. The machine was so badly smashed it had to be sent away for repairs.

The Evanston, Ills., police have decided to give automobilists the benefit of three miles an hour to the speed allowed by the ordinances of the city, and will arrest no chauffeurs hereafter who are driving their machines at a speed not to exceed 11 miles. During the forenoon, policemen were stationed on Sheridan road, north of University place, and during the afternoon they went again to Forest avenue, where so many violators were caught on the Sunday before. The time for an eighth of a mile is 56 seconds when a machine is going eight miles an hour, the legal speed in Evanston, but no arrests were made unless the eighth of a mile was made under 40 seconds.

Numerous entries have been received for the international automobile exhibition, which opens at Paris on December 10. Early application is necessary to secure the admission of exhibits.

Drop the Hour—Take up the Mile

To the Editor, *Automobile Topics*:

In considering your suggestion to drop the hour and take up the mile in anti-automobile legislation, it would seem to me that it offers a good standard by which to estimate automobile speed. I think automobilists everywhere will carefully consider this question and your suggestion will no doubt be widely discussed and have good results.

In Essex County, New Jersey, the speed question has been very widely discussed and the Freeholders of the county recently were thinking of making a speed limit of six miles an hour in the cities and eight or ten miles an hour in the country.

Recently they were taken out in automobiles for a long run from Newark to Pompton Plains, and return, and during this trip automobiles were run from six miles an hour to 30 miles an hour at different stages of the trip, in order to give them experience of just how fast an automobile may be safely operated. This experience will probably result in getting a reasonable speed law passed in Essex county.

WINTHROP E. SCARRITT.

To the Editor, *Automobile Topics*:

I should not have been surprised if you had told me that some other country had suggested such an absurd restriction, but for America to pass an ordinance that cars should proceed at a speed not exceeding 10 miles to the hour is perfectly absurd. Fancy starting from one end of Fifth avenue to the other at this rate. It would simply mean that it would require a force of about 100 policemen to regulate the traffic three yards before the finish of each mile, because, naturally, every man would do his best, and would have to wait till his time had expired before he could get his car over the mile mark. I do not think this could possibly come to pass.

What I would suggest is, use the most extreme measures with the man who drives at such a rate that he is a danger to the public, but abolish any legislation that affects the speed of motor cars, providing that the cars are perfectly under control.

THE LOCOMOBILE COMPANY OF GREAT BRITAIN,

M. W. Letts, Managing Director.

To the Editor, *Automobile Topics*:

I think every automobilist will be on your side in your fight for an amendment to the speed laws. Your advice to drop the hour and take up the mile is good as far as it goes. I should say drop them both. Why should automobilists have any such insane restrictions imposed upon them any more than butchers, bakers, or candlestick makers? There is no law against walking a mile in 10 minutes, and surely an automobile should be allowed to go as quick as a man would walk. The whole business is an outrage, and the sooner the people come to their senses the better for all concerned. Such laws as these make decent citizens into anarchists in spite of themselves.

E. R. CONWALD.

Chicago.

To Test the Legality of Arrests

MISS GUTHRIE, daughter of William D. Guthrie, the lawyer who figured prominently in the Peter Power case as the legal opponent of George Alfred Lamb, with Mr. Guthrie's chauffeur, Augustus Dietz, and two guests, were arrested at Oyster Bay, L. I., on Friday for an alleged violation of the Cocks speed law. The arrest was made by Deputy John Neafsy, one of District Attorney Niemann's men.

A complaint was made before Justice Franklin against the chauffeur, who pleaded not guilty. Mr. Guthrie informed the justice that he appeared for the accused, and asked for an adjournment until Saturday (to-day), when the case is to be thoroughly tested.

As the persecution of automobilists by meddlesome officials in Nassau County has now reached a stage where it is a case of fight or die, Mr. Guthrie may be relied upon to make just such a contest. The following letter has been addressed to Mr. Shattuck, president of the Automobile Club of America, by the lawyer.

DEAR SIR: My chauffeur, my daughter and two of my guests were arrested on Saturday on the highway between Oyster Bay and Glen Cove under circumstances which satisfy me that they did not exceed the rate of twenty miles an hour. I understand that there is a determination to persecute by frequent arrests all owners of automobiles, and drive them from the neighborhood. It seems to me that some action should be taken by automobile owners for their protection, and I should be very glad to have an expression of your views upon the subject. It occurs to me that all owners of automobiles in Nassau County, for example, could combine and form an association for mutual protection, and they could employ detectives, who would be a check upon the irresponsible deputy sheriffs who are arresting riders on automobiles. Yours very truly,

W. D. GUTHRIE,

Somebody Was Lying

A GOOD story is told by Georges Prade in the *Auto Velo*, illustrative of the sort of evidence which passes muster in an automobile case.

An automobile, while standing in the street, was run into by a horse-drawn carriage, and smashed. Thereupon the owner of the automobile brought suit for damages. When the case came up for a hearing, there were seven witnesses heard, four for the plaintiff and three for the defendant. The first witness for the plaintiff swore the horse was being furiously driven; the second said it was going at a simple gallop; the third said it was just jogging along, while the fourth declared it was merely walking. Not to be outdone, the witnesses for the defence declared first that the automobile was going at 40 kilometers an hour; the second called it 45 kilometers, while the third maintained that the machine was standing still. The result of the suit was a judgment for 400 francs damage, with a fine of 16 francs against the horse's owner. And the witnesses, adds the witty writer, satisfied with themselves as having nobly performed a public duty, went peacefully over to the cashier's desk to draw their witness fees.

The Automobile in Society

ALBERT R. SHATTUCK, president of the Automobile Club of America, and Courtlandt Field Bishop, of New York, have been talking with State Highway Commissioner John H. Manning regarding the construction of a section



AN ENGLISH MOTORING COSTUME.

of State road between East Lee and Chester. The automobilists claim that this route is better than the Peru layout for connection with the State road to Chester.

Oliver H. P. Belmont, who is at Carlsbad, is having constructed a 15-hp. Mors machine for 24,000f. (\$4,800).

W. W. Dake, of Rochester, N. Y., is making an automobile trip in his 16-hp. touring car. Mrs. Dake and Mr. and Mrs. R. T. Ford are members of the party. They intend to be absent about two weeks. The objective point is Cleveland, O., but in all probability they will go to Detroit before returning.

Queen Christina of Spain has just experienced a demonstration of the speed

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of the automobile which she describes to all her friends. She was taking the train to cross the Spanish frontier, and the Marquis de Tovar, the Duke de Sotomayoe, and M. Augular, secretary to the King, drove up in an automobile to bid her good-bye. When the train departed they started off at full speed, and arrived in time to welcome the Queen at Hendaye. They then continued the race a second time, and met her at Bayonne.

Seventeen hundred miles over the roads of New York State and through New England without even puncturing a tire, or having a single mishap to the mechanism of the machine, is the record established by R. B. Holmes, a member of the New York Stock Exchange, and an enthusiastic automobilist, who, accompanied by Mrs. Holmes and his daughter, Miss Holmes, ended last Friday a tour through New York, Massachusetts, New Hampshire, Maine and Connecticut, during which they made occasional side trips to points of interest on the way.

Dr. Frank W. Brandow, an officer, and one of the most active members of, the new Berkshire Automobile Club, is building a special machine on the same lines as his Winton touring car, and hopes to have it completed during the fall.

Mr. and Mrs. Franklin Weston, of Dalton, were in Watch Hill last week, having made the trip from that town in their 15-hp. Winton, a handsome machine. The whole party were guests at the Ocean House, and attended the large ball there Monday evening, Mrs. Weston being attractively gowned in gray.

Charles M. Schwab is making a lengthy tour of Europe for his health. Mr. Schwab is giving no time, and very few thoughts, to business. The only kind of steel that occupies his attention is automobile steel. Mr. Schwab's new 40-hp. Mercedes, which crossed with him on the ocean, is coming back by the Gascogne, and will be here next Friday or Saturday. Mr. Schwab has ordered a 60-hp. of the same make, which will be shipped to him in New York in April. It will cost about \$12,000 when landed in New York.

The following advertisement recently appeared in an English country paper: "If the motor party of four who had a private sitting room and use of piano, and one glass of cherry brandy at ———, and who left a powder puff, will call, they



THE "BASHELIK" MOTOR HOOD.

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can have the latter by paying for room, otherwise the same will be sold to defray expenses."

William Rockefeller has purchased from the Adams & McMurtry Co. a double-cylinder 24-hp. Panhard, built by the Ohio Automobile Co., of Warren, O., for which he paid \$4,500. A picture of this car is shown on the frontispiece of this issue of *Automobile Topics*.

C. T. Cobb, of Springfield, and C. H. Martin, of Los Angeles, Cal., are making an automobile tour of New England.

Corse Payton, the new lessee of the Park Theater, Boston, recently made a trip from New York to that city in his Abeille chainless. The machine is a tonneau of the light carriage type, fitted with a 16-hp. Bouchet motor.



WHITE CLOTH DUST CLOAK.

The Field for the Commercial Motor Vehicle

WHY it is that no more attention is paid in this country to the development of the commercial automobile, the delivery wagon and the truck, is hard to say. It is perhaps because the manufacturers have found all they could do to meet the demand for pleasure vehicles. That we have motor trucks and delivery wagons which will do their work more economically, and a cleaner way than can be done with horses there is no gainsaying. Exhaustive tests of motor vehicles manufactured in this country have been made by stores in our larger cities. An electric vehicle delivery system, when looked at from the point of view of work done, is cheaper to operate than a horse system. One wagon will do the work of three horses, and in some cases the ratio has been known to go as high as one to four and once to five.

A gasoline delivery wagon operated by a large department store on Sixth avenue, New York City, covers every day over seventy-five miles in making its rounds.

From personal experience, those who have sold automobiles, and who are

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thus best qualified to judge of the market, say that the field of the commercial wagon is many times the size of that of the pleasure vehicle.

A purchaser's only requirement for a motor delivery wagon or truck is that the vehicle do its work more cheaply than the horse. He has no queer ideas as to how a body should be built, or how it should be painted. His wife don't have to be consulted whenever any coloring is put on the vehicle. All he wants is a profitable service without frills. The ability to do things and do them well counts as much with the motor vehicle as it does with men.

In England and France we see the huge motor dray back down to the platform of a warehouse, take on its load of goods, and go on its way without any more trouble than would be occasioned by a locomotive backing down to a station to be hooked on to its train. The commercial motor vehicle is growing stronger every day in Europe. Shrewd business men see that more work can be done in a shorter space of time, and at a smaller expense with motor vehicles than can be accomplished in any other possible way.

Commercial vehicles present many new problems to the automobile manufacturer which he will shortly be called upon to solve. There is a vast field in the business of building motor delivery wagons and trucks, the surface of which has hardly been scratched. Investments in this branch of the motor vehicle industry cannot help but return many-fold the sums originally devoted to the purpose. There is room for not only one, or two, but many builders.

Motor trucks are demanded almost universally by those interested in heavy traffic. Some are basing their cries for the commercial vehicle on the humane grounds of freeing the horse from his drudgery. Others, and these comprise the great majority, stand ready to greet the motor truck and delivery wagon with open arms because they know it will save them money.

More Accessibility Needed

BEFORE now we have called attention to what we may term the inexcusable inaccessibility of certain parts of some motors and car mechanisms, says the Autocar. It is impossible, as every practical man knows, to make every part of a car easily get-at-able. Not only impossible, but unnecessary, as there are many parts of a machine which never require touching from the time they come out of the manufacturer's works till after years of running, when it may be necessary for the particular parts to be replaced. On the other hand, such things as valves, valve springs, sparking plugs, nuts of petrol, and lubricator pipes, pumps, float feeds, and jets, should all be easily accessible and quickly detachable, and the clutch should be get-at-able for adjustment and cleaning purposes. There is no good reason why they should not be. In many engines a great deal has been done in the last year or two to render parts like the valves more accessible. Those on most of the best cars can be almost instantly dismounted, and we have only to look back a year or two to mark the improvement which has been made in this respect. At the same time, it does not, unfortunately, apply to all makes, though there is no valid reason why it should not.

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JAPANESE POLICEMEN IN LOCOMOBILES AT MOTO MACHI TEMPLE, YOKOHAMA, JAPAN.

which have unaccountably neglected this very important question, and they have even gone so far as to bring out new designs within the last two or three months which, so far as accessibility is concerned, are in no way better than engines which they made two or three years ago, and this is what may be fairly termed inexcusable inaccessibility; for, after all, what is the use of a drawing office, if such points as these cannot be attended to? Of course, no sane automobilist wishes to waste his time in pulling his engine to pieces, but however reliable a motor may be, there are a few parts which do, sooner or later, require attention on the road, and there is no reason why these should not be as easily get-at-able as possible. In many cases, one-eighth of an inch clearance is all that is wanted to make the removal of a certain part ridiculously easy. Because there is not this clearance, even a box spanner cannot be used, and the result is that some particular nut has to be coaxed around with an adjustable wrench, held in all sorts of nearly impossible positions; and the unscrewing, and screwing up of this nut, which should be the work of a minute, at the most, may occupy half an hour, or even more. Examples might be multiplied, and many questions

We will give an instance of what we mean. It was quite excusable in the early development of the motor that such points as accessibility should be overlooked, though all the practical designers, as soon as they got to work with the cars on the road, found out the necessity for this, and from that time till now have been taking steps to make the task of dismounting and replacing any part subject to possible derangement as easy as it could well be; but there are other firms



LOCOMOBILE REPOSITORY REPAIR SHOP, YOKOHAMA, JAPAN.

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asked. For instance, why should not something better than four small screws, often almost inaccessible, be used to fix the top of the float chamber? Why should it be necessary to crawl under a car to effect a trifling adjustment that could be done from above, if the parts were correctly placed? Points of this sort should not be overlooked, and we are astonished to find how often they are forgotten. It seems to be assumed too often that all owners will be accompanied by a *mecanicien*, and that he would not have sufficient to employ him if everything were easily get-at-able.



LOCOMOBILES AT THE ZOTOKINN TEMPLE, YOKOHAMA, JAPAN.



Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

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VOL. IV. No. 21 NEW YORK, SEPTEMBER 6, 1902

PRICE TEN CENTS

AUTOMOBILE TOPICS is published weekly, by Automobile Topics, No. 29 West 42d Street, New York. Subscription price, \$4.00 a year in the United States and Canada, or in foreign countries within the Postal Union, \$6.00 (gold) in advance. Advertising rates may be had on application. Copyrighted, 1902.

Cable address—AUTOTOPICS, NEW YORK.

Telephone—4715-38th Street

We Must Have That Trophy

THE Gordon Bennett Cup should come to America next year. Such a proposition will hardly be contradicted even by the most narrow-minded motor-phobic. Its possession denotes superiority. And if there is one thing more than another to which the American patriotic spirit will not submit, it is the acknowledgment of inferiority. Able to lick creation is regarded as synonymous with American the world over. Hence it follows we must have that cup.

How to get it is not such a terribly difficult matter as might be supposed. The same energy and grit, combined with shrewdness and ingenuity, which has placed the United States in the very front rank of the financial, industrial and inventive spheres, is all that is required to secure the palm of supremacy in the automobiling field. While it is true that France, England, and even Germany, have already a big start over this country in the manufacture of automobiles, and that by a singular perversion of national instincts the old world stands for go-aheadness, while the new is hampered with obstacles innumerable, still that is only the more reason for a greater effort on the part of American automobile manufacturers to prove to the world their right to the title of American.

In the race for the Gordon Bennett Cup two great drawbacks to American enterprise are happily overcome before the start. As the contest must be held abroad, either in Great Britain, Ireland or France, the voice of the dismal motor-

phobiatic will be silenced, or at least unheard. The second drawback, namely, wretched American roads, will also be out of reckoning. This leaves the American manufacturer free to make the best possible machine he knows how, up to 1,200 kilos (2,682 pounds) weight, capable of making high speed for a distance of not less than 150 kilometers (94.15 miles), but more probably twice that distance, and with endurance qualities to make a course of 650 kilometers (403.65 miles). That such machines can be built in this country goes without saying. That such machines will be built, is a question which rests solely with the manufacturers themselves. Without being optimistic, we venture the assertion that any one of the following American firms could turn out a machine capable of winning the prize, namely: Apperson, Autocar, C. G. V. (Rome, N. Y.), Daimler (Astoria), Electric Vehicle Company (Law), Greuter (Holyoke), Haynes-Apperson, Packard, Pan American, Peerless, Riker, Robinson, St. Louis, Searchmont, or Winton. Others there may be, not included in this list. But their omission is not intentional, and we will be only too pleased to rectify the same by printing their names in large capitals, if they will but notify us of their intention to put their ability to the proof.

That some, if not all, of these concerns will seriously consider the question ought not to be a matter of doubt. There should not be the least difficulty in disposing of the cars built for such a purpose, even though in the preliminary trial for the selection of the actual contestants they failed to win first honors. There are plenty of American buyers who pay fancy prices for foreign machines, who would snap them up. Indeed, we have within the past week had personal evidence of such willingness on the part of at least one American automobilist. And there are others.

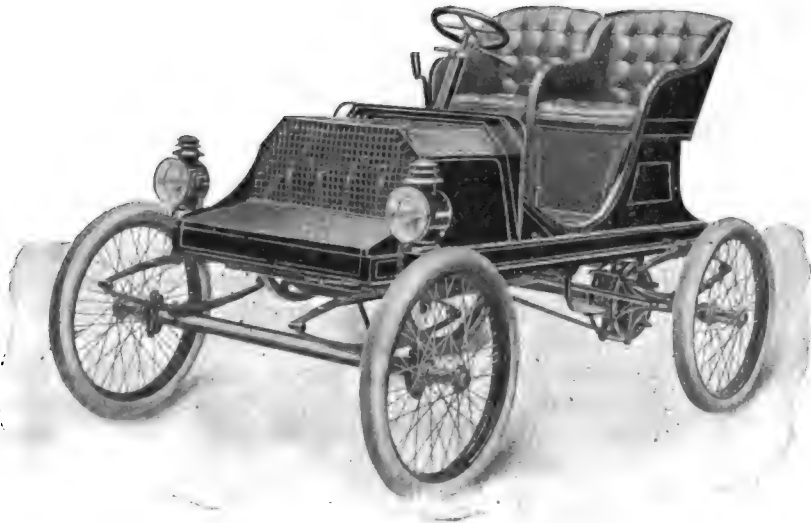
Half the race, if not even a greater proportion, is undoubtedly owing to the nerve and skill of the man at the wheel. Already this country has shown the ability of its chauffeurs to be second to none. Without making invidious distinction, the names of Vanderbilt, Bostwick, Winton, Harkness, Bishop, and Foxhall Keene, suggest themselves, any three of whom ought, with a good car under them, bring that trophy to America. The Gordon Bennett prize will have to come, and the sooner the better.

Franklin Light Gasolene Car

THE Franklin Light Roadster, made by the H. H. Franklin Manufacturing Company, of Syracuse, N. Y., is an attractive little gasolene machine, as will be seen from accompanying illustration. It is claimed to possess wonderful riding ability over rough roads without anything breaking or getting out of order. This machine is the outcome of four experimental machines made by the firm before attempting to put one on the market. Owing to the fact that the engine is air cooled, it has been found possible to construct a rather powerful engine for a light automobile. The speed of the engine is very moderate, amounting to only 700 feet of piston speed at 25 miles an hour. Of course, in the normal operation of the engine, it is always throttled down much below the maximum capacity. This maximum capacity being only called upon for the severest hills

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and the highest speed. The power is such that very steep hills may also be mounted at a medium rate of speed, seven or eight miles an hour, if wished for. All normal running is done on the high-speed gear, from five miles an hour up to the limit of the speed of the vehicle. This is made possible, of course, by the four-cylinder engine and by a special carburetor. The throttle and ignition advance levers are arranged on each side of the steering post in a convenient position for the hand. The change speed lever is at the side of the vehicle, the forward position giving the fast speed, and the rear position the slow speed. The brake is convenient to the right foot, and the back-up is convenient to the left foot. This releases itself, and can be used as a brake in descending steep



FRANKLIN LIGHT ROADSTER.

hills. The bodies are made with individual or racing seats, as shown, and with the ordinary single seat. The company are also bringing out wood wheels of their own design.

They are also making a light tonneau to weigh about 1,250 pounds, with the same engine, water-jacketed. This will have a somewhat longer wheel base, and the tonneau will be detachable, so as to make a powerful touring car, if so desired. They will also make a much heavier tonneau, with a powerful four-cylinder engine, to weigh about 2,500 pounds. The following are details of the vehicle as illustrated: Wheel base, 66; tread, standard; diameter of wheels, 28; width of tire, 3 inches; bore of cylinders, $3\frac{1}{4}$ inches; stroke of pistons, $3\frac{1}{4}$ inches; normal revolutions or range of speed, 300 to 1,200; method of engine control, throttle and spark; ignition system, one jump-spark coil, with vibrator; source of current, dynamo and storage battery; horse power of engine, 7; gasolene capacity, 7 gallons; speed-changing system, sun and planet; forward

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and reverse speeds; ratio of reduction for each, high 4-1, slow 12-1, back 24-1; number of brakes, and where located, double-acting band on differential, and brake on transmission; total weight, with supplies, 1,000 pounds; type of carburetor, float-feed.

Cleveland Club Matinee

THE first meeting of the Cleveland Automobile Club, held last week, brought out 2,000 persons to see the automobiles race against time. The star event of the day was Alexander B. Winton and his new flyer, "The Bullet," who entered to do five miles against time.

With George Collister as starter, and Ralph Worthington as timer, Mr. Winton shot across the mark with a flying start. The track was dusty and the turns sharp, but the undaunted chauffeur let out his machine, and sped like the wind. He was around the track before most people knew he had started, and the time was 46 seconds. The ninth time around Mr. Winton got the bell, and immediately let out for the fastest mile of the afternoon, the circuit of the track being made twice in 1:26½. This is a record for a half-mile track, the best previous time being 1:36. The five miles were accomplished in 7:25½.

The other races on the card, while interesting, were more amusing than exciting. Mr. Winton and C. B. Shanks, in Winton touring cars, attempted a five-mile race, but on the fourth mile Mr. Winton's machine went wrong and he was forced to quit. Mr. Shanks finished in 7:34½.

Ten members of the club then tried to go a mile as near three minutes as they could, the object being to see if they could gauge distance. Not a man made the mile in three minutes, but Mr. Dyer came nearest to it by going a mile in 3:02. Mr. Worthington and Mr. Wright each made the distance in 2:57. Scarcely a man went around the track at an even pace, and most of them went by fits and starts.

The time of the seven was as follows:

Dyer.....	3:02
Wright.....	2:57
Worthington.....	2:57
Harry Moore.....	3:05
Henderson.....	3:32
Shanks.....	2:27
Winton.....	3:36
J. M. Moore.....	3:41
Olds.....	2:48
Reese.....	3:12

The most amusing race of the day, however, was between E. Schryver Reese and Charles B. Shanks. This race was the cause of the matinee, and it was expected to be a grand contest. At the very start, however, it was seen that Mr. Shanks would have no difficulty in winning. In fact, he just played with Mr. Reese, running ahead just far enough to tantalize him, and finally letting out and beating him on the mile by a quarter of a mile.

The last race of the afternoon was a contest for Oldsmobiles. James Moore

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and Mr. Owen participated, and the former won on the home stretch. The time was 3:24. It is likely that these matinees will be held every week.

Mr. Winton's time in the five miles by half miles was as follows: .0:46, 1:30, 2:16½, 3:00 3-5, 3:45 4-5, 4:31, 5:14 1-5, 5:57 2-5, 6:41, 7:25½.

Clubs and Associations

IN view of the probability of many manufacturers seeking to enter into competition for the Gordon Bennett trophy next year, it may be well to state that the only recognized club in this country through whom an entry can be made is the Automobile Club of America. Only three machines can be entered by this club, and these must be entirely and in every part of American manufacture.

All sorts of projects are already on foot for next year's road race, and among the principal of these is a scheme for a Paris-Berlin-Vienna contest, says the Motor Car Journal. This is the outcome of a movement which is on foot to found an international club, or rather, as far as matters have gone at present, a Continental international club, for I do not see as yet any mention of inviting England to join in. A congress of German chauffeurs which has just been held at Eisenach has decided to accept the invitation of the Bavarian Automobile Club, which has undertaken to organize across Germany this great event. Another project which has been carefully studied by the A. C. F. consists of a 500-kilometer circuit in two laps, and a course has already been found not very far distant from Paris, where there need be no neutralizations, and where there are no level crossings or other difficulties. A third project is a race from Paris to Madrid, which it is said is looked upon most favorably by the young King of Spain, and those who surround him. There are, of course, the roads which, in ancient times, were used by post chaises and diligences before the invention of railways, and the Spaniards would see with pleasure these old thoroughfares come into life again and become the haunt of numberless motor cars.

Carl H. Page, accompanied by H. C. Moore, both of New York, has made a creditable run for a light weight and power automobile from Herald square to Philadelphia and return. The vehicle that carried them was a 4-hp. Oldsmobile.

The run to the Quaker City was made in 7 hours and 38 minutes, and the return in 6 hours and 27 minutes, including all stops. The route covered by odometer measurement was 103 miles going, and 103¾ miles returning. The start was made at 10 minutes to four o'clock in the morning. The corner of Broad and Chestnut streets was reached at 28 minutes past 11 o'clock in the forenoon. The homeward bound start was made at a quarter to two o'clock, and the machine reached Herald square at 12 minutes past eight o'clock.

The route taken was by way of Newark, Elizabeth, New Brunswick, Hightstown and Camden, both ways. The road was reported good all the way, except the 15 miles between Cranberry and Bordentown. Two punctures, one at New Brunswick, and the other at Philadelphia, caused an aggregate delay of nearly

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an hour. An injury to the hose circulation was the only trouble with the machine itself.

The Brockton Automobile Club had an outing at North Weymouth on Monday, the members making the tour in a body.

The Berkshire Automobile Club dedicated its new club house in Pittsfield Thursday evening. On Friday the club had a run to Great Barrington.

The Springfield Automobile Club has made a deal with one of the local stations whereby its members are given special rates for storage, supplies and repairs. President Fisk is enthusiastic over the idea, and has had correspondence with other New England clubs urging them to follow his club's example in providing these advantages.

Fifteen automobiles started out last week from the Chicago Automobile Club on what was intended to be an endurance run to South Bend and back. The idea was to find out which machines could run the 100 miles with one charge of gasoline and one oiling of the bearings. The 15 had not gone far, however, before the endurance feature of the run was lost sight of, and the contest resolved itself into a speed race between three of the swiftest autos of the club. The leaders were A. C. Banker, Louis T. Roenitz and Paul Picard.

Saturday last, T. B. Newman and Walter Patterson attempted to race against time from Portsmouth to Cincinnati on a slight wager. The distance, 112 miles, was to be covered in eight hours. After leaving Dunkinsville, which was reached half an hour ahead of time, a broken tire stopped the race, which was then abandoned.

The Chicago Automobile Club is completing arrangements for its race meet which will be held at Joliet, September 27. The events will be run in connection with the Elks' carnival and the trotting meet during the week.

According to present plans, which are not as yet assured, there will be 14 or 15 races for various classes at different distances. The trotting races end Friday, and the plan is to hold the auto races on Saturday. As the date follows immediately after the Detroit and Cleveland events, it is expected the fast machines from that section will take part. The local club has arranged for a repair shop in the shed back of its club house for the accommodation of members.

The Providence Automobile Club will hold a meeting at Narragansett Park this month. This organization held a meeting last year which was one of the successes of the season. Preparations were made for an attendance of about 3,000, but when the gates were opened, over 6,000 enthusiasts poured through them.

The Springfield Automobile Club, which was to hold a race meet this year,

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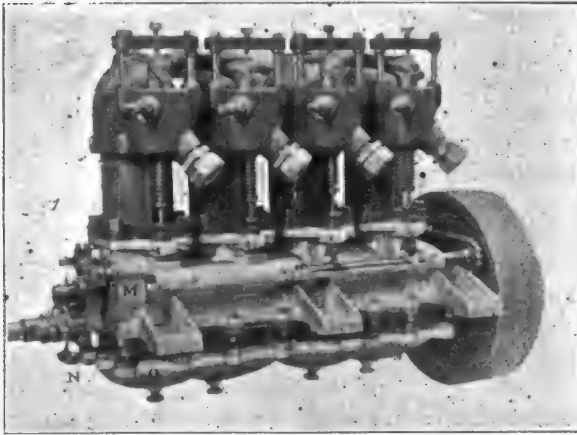
has decided to abandon the project, as President Fisk says that none of the members, who are mostly busy New England manufacturers, can spare the time which an event of this kind necessitates.

The Boston Automobile Club, an exclusive body, which possesses a handsome club house especially built for the organization, is preparing to hold a meeting some time during the fall, and from the plans at present outlined it will undoubtedly attract many entries from this country and abroad.

Machines unsafe and unsuitable for every-day use will probably be barred from the coming reliability run of the Automobile Club of America. The club has the power, under its rules, to bar from the contest any car that does not conform to the accepted standard of a practical road car.

Dechamps Gasolene Car

AN automobile manufacturing concern which seems to have been made strong simply on the merits of its product is that of Déchamps & Company, of Brussels, Belgium. The house was founded in October, 1898, on the very modest capital, for an automobile manufacturing company, of \$20,000. Success



DECHAMPS 4-CYLINDER, 12 HP. MOTOR.

crowned the efforts of the concern almost from the start, and an increase in the total capitalization to \$48,000 was made immediately necessary.

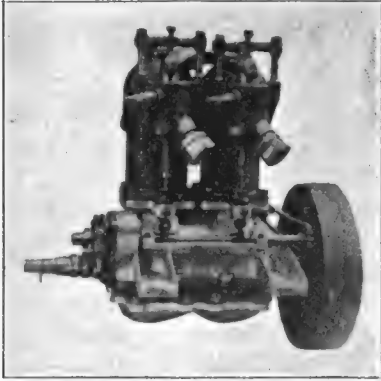
In order to carry on the advanced work the firm has undertaken, the capital of the company has been increased to \$200,000. The factories cover a large amount of territory, the company being considered one of the strong enterprises of Belgium.

The Déchamps cars are driven by two or four cylinder vertical motors, and

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are equipped with three or four speeds ahead and a reverse. They somewhat resemble the Panhard vehicle, but the Belgian company claims to have taken advantage of the mistakes made by the Parisian house, and that they have avoided them in their vehicles. They claim to have brought out many original devices in the development of their car which go far toward ameliorating the troublesome details of the earlier types of the gasolene automobile.

On the Déchamps motor the cylinders are each separate and are water cooled.



DECHAMPS 2-CYLINDER, 8 HP. MOTOR.

The engine is placed forward of the dash and is controlled from the steering pillar by varying the spark and the supply of gas.

Ignition is supplied by means of batteries carried in a box just to the right of the dash, and placed in such a way that none of the wiring comes further back than to the switch placed just in front of the operator.

The radiator for cooling is hung in front of the engine, and together with the water tank affords a very effective system for keeping the engine in condition.

The engine shaft, through the intermediary gearing, drives on a countershaft in which the differential is fitted. Pinions are attached to the ends of the countershaft, and by these power is transmitted to the wheels through strong chains.

The vehicles are well equipped with brakes, of which the principal one acts on a drum on the gearing of the rear wheels. Another brake actuated by a pedal acts on the engine shaft, while the very efficient control of the motor provides still another means of slowing down the Déchamps cars.

The speeds are all operated through one lever, the reverse being obtained by means of a foot pedal.

Their system of lubrication, the Déchamps Company claims, is exceedingly good. It is automatic throughout. The principal gears and cranks run in dust and waterproof oil baths.

Déchamps & Company build their cars so that almost any type of body can be fitted to the chassis. Very little machinery appears back of the dash, and most of that is comprised in the levers which actuate the gears and the hand brake.

Wheel steer is provided, and the post is so inclined as to bring the wheel directly into the operator's lap.

On the whole, the Déchamps cars are said to be well made and scientifically assembled. Great care has been taken to make every part just as strong as it can be made without adding to the weight. Artillery wheels with wooden spokes fitted into bronze hubs in such a way as to allow of the taking up of any play that may develop make this carefully built car even more safe. The channel-steel frame is made of one piece bent to shape, and is supported on stout springs, which make the carriages very easy to the body in riding.

Toledo Touring Car

THE 16-hp. gasoline touring car built by the International Motor Car Co., at Toledo, Ohio, possesses a great many features of mechanical interest, and suggests the development that may be expected in the American automobile industry in the next few years.

The motor is of the three-cylinder vertical type, mounted in front, under a cast aluminum bonnet. This motor is of 16 brake horse power, each of the three cylinders being of $4\frac{1}{4}$ -in. bore and $5\frac{1}{4}$ -inch stroke. The cylinders are cast integral, or in a single casting of best gray iron. The combustion chamber and

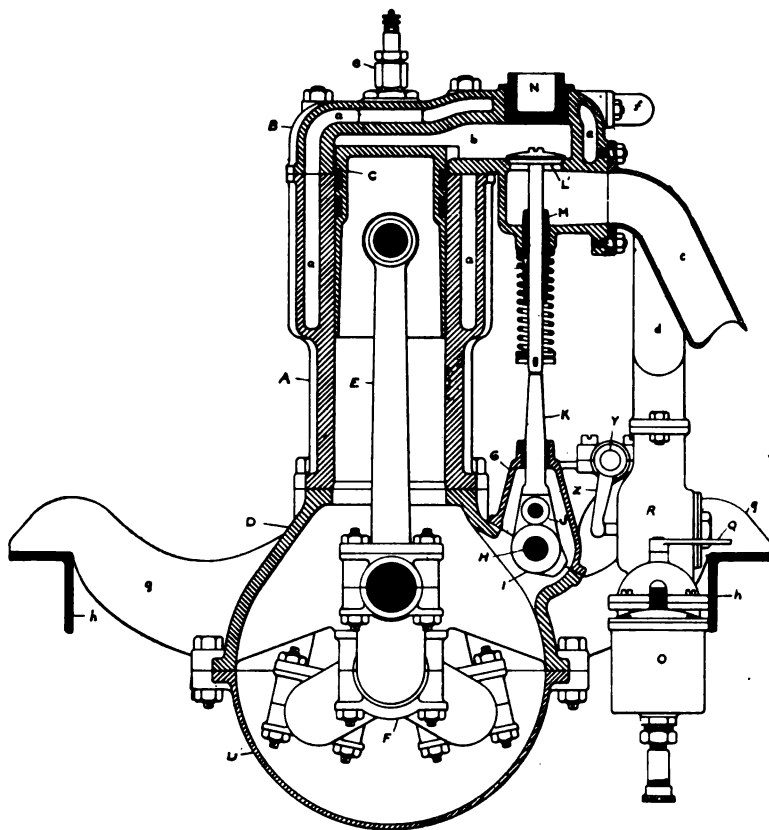


FIG. 1. SIDE VIEW.

First cylinder in perspective; second cylinder valve chamber in section; third cylinder in section.

A-A-A, cylinders; a-a-a, water jackets; B-B, valve chambers; b-b, compression spaces; C, piston; c, exhaust pipe; D', lower half crank case; d-d, inlet tubes; E, connecting rod; e-e-e, ignition plugs; F-F, crank boxes; f, water tube; G-G, cam shaft cases; g, supporting bracket; H-H, cam shaft; i, circuit breaker; K-K, valve lifters; L, inlet valve; L', exhaust valve; l, counteracting spring; M-M, valve guides; m, throttle governor connecting link; N-N, valve covers; O, carburetor; P, carburetor regulating screw; Q, mixture valve lever; R, throttle valve chamber; S, motor shaft pinion; S', cam shaft gear; T-T, governor; U-U, governor arms; V, governor spring; W, throttle cam; X, rock shaft arm; Y, rock shaft.

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valve chamber for each cylinder are also cast integral. A soft copper gasket is fitted in the joint between the combustion chambers and the cylinders, thus forming absolutely tight joints. The cylinder walls and combustion and valve chambers are water jacketed.

The crank case is cast in two valves of aluminum, the upper half carrying the motor-supporting brackets and the shaft bearings. The cylinders are bolted to this casting in the usual manner. The lower half of the crank case may be removed, should occasion require, without disturbing any of the working parts of the motor. This portion of the crank case forms an oil reservoir, into which the cranks dip, and in this way the crank bearings and connecting-rod bearings are lubricated. The cranks are set at 120, and the shaft is forged of a single piece of "car-axle steel." After turning it up it is hardened, and ground on centers.

The shaft is mounted in adjustable bronze bearings, four in number. The cam shaft, which operates not only the exhaust valves, but the inlet valves as well, is driven from a bronze pinion on the engine shaft, meshing with a bronze gear

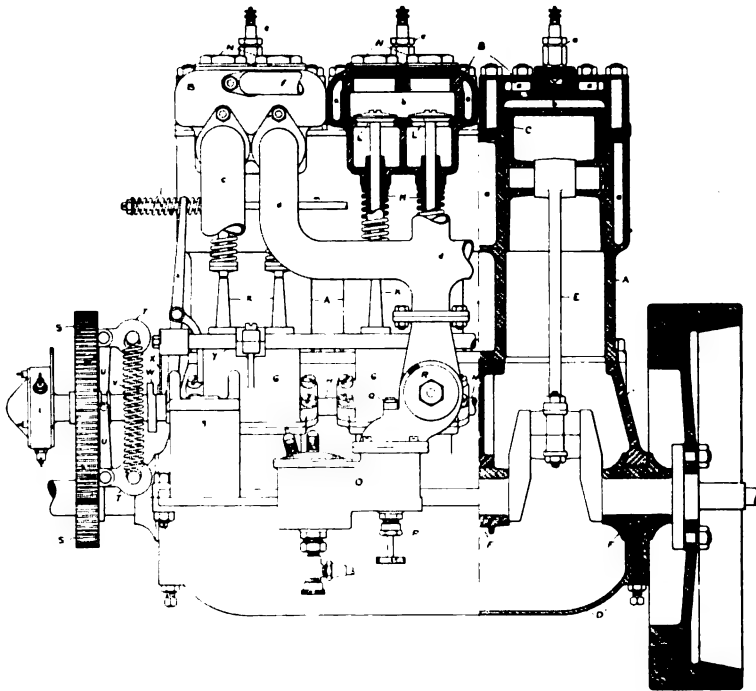


FIG. 2.—END SECTION.

A, cylinder; B, cylinder head; C, piston; D, crank case (upper half); D', crank case (lower half); E, connecting rod; F, crank bearing; G, cam shaft case; H, cam shaft; I, cam; J, cam roller; K, exhaust valve lifter; L', exhaust valve; M, exhaust valve guide; N, valve cover; O, carburetor; Q, mixture valve lever; R, throttle valve chamber; Y, rock shaft; Z, rock shaft arm; a-a-a-a, water jacket; b, compression space; c, exhaust pipe; d, inlet tube; e, ignition plug; f, water tube; g-g, supporting brackets; h-h, sub. frame of vehicle.

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keyed to the cam shaft. The cam shaft is also lubricated on the "splash" principle from the crank chamber of the motor.

The connecting rods are drop-forged. The pistons, cast in a high-grade gray iron, each have two ring grooves of double width, and each groove carries two rings. The cylinders are bored and then "lapped" out, thus insuring a perfect internal surface. The inlet and exhaust valves are turned from forged nickel-steel blanks. A screw-plug covers each valve, removing which the valves are readily accessible. A single float-feed carburetor of large size supplies the three cylinders through an ample three-way induction pipe. The carburetor is attached to the motor, and forms an integral part of it. A simple centrifugal governor controls the speed of the motor, on the throttling principle. The action of this governor is prevented by a small foot pedal or "accelerator." When this pedal is depressed, the speed of the motor is then entirely controlled by a hand-operating spark-timing arrangement. Ignition plugs are located directly over the centers of the pistons. A very heavy flywheel forms the fixed clutch member according to usual practice.

Street Cars vs. Automobiles

A GROUP of citizens were discussing recently the extraordinary rapidity with which the automobile is coming into favor both for private and public use. In the larger cities of the North they have already become so numerous as to be no longer objects to attract observation. In cities of the rank of Atlanta, Augusta and Macon, the noiseless, swift movers are seen to rush by in great numbers. The smaller towns also seem to be taking a little to the automobile craze. Occasionally the first one owned by the most "enterprising man" of the place is brought in and regarded as a matter of curiosity.

The automobile which was first used only for pleasure, as was the case when bicycles were first introduced, is now beginning to be used for all kinds of conveniences and business. Ambulances, drays, carriages and all kinds of vehicles are being propelled on the automobile principle. It is thought that the extended employment of the automobile will have far-reaching effects. It is said that there is eminent probability that it may augment the street car service. This is affirmed because of the cheapness of operation possible for the automobile.

At the present cost of manufacture one street car fitted up entails about the same amount of expense as the automobile, with an advantage in favor of the latter that it does not require a costly power plant nor a track to run on and can be guided to any point or destination. Moreover, the expense will be very much less and there will be a great deal less shaking up of passengers, who will be taken jamb up to the place they wish to go to, instead of getting off and having to walk several blocks if the street car does not happen to run according to their convenience. Several visitors from towns have assigned the above facts as reasons why no effort is being made to get a street car line in their towns. They purpose to wait for something that suits them better than street cars.

But a question of far greater interest, perhaps, to be discussed in connection with the rise of the automobile is the relief that it will bring to man and beast

AUTOMOBILE TOPICS

who are now overtaxed by the ordinary methods of street transportation. The street car conductors and motormen who have weathered the blasts and extremes of all seasons, as well as the wearied and jaded throng of poor, raw-bone hack horses might breathe a sigh of relief in anticipation of being set free.

The Society for the Prevention of Cruelty to Animals that has found its work so difficult may take courage that the automobile is coming to its rescue. Those who have so zealously taken the part of the poor, persecuted dumb creatures, and received no reward but the reputation of "being a meddler into other people's business," may rejoice to see brutality which could not be put down by laws and by interference, at last to be yielding before the march of scientific invention that promises to liberate the world.

It has been proposed that when the army of wornout hack horses is released by the advent of the automobile, the municipal government in each community should provide a pasture wherein the aged and infirm animals might die in peace and comfort.

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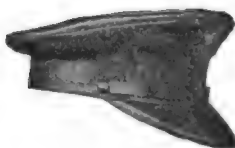
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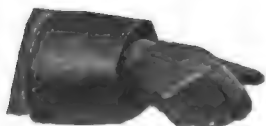
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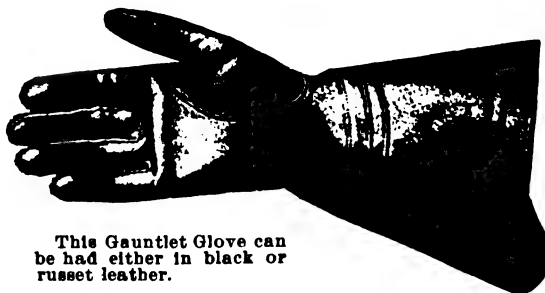
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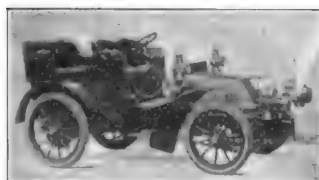
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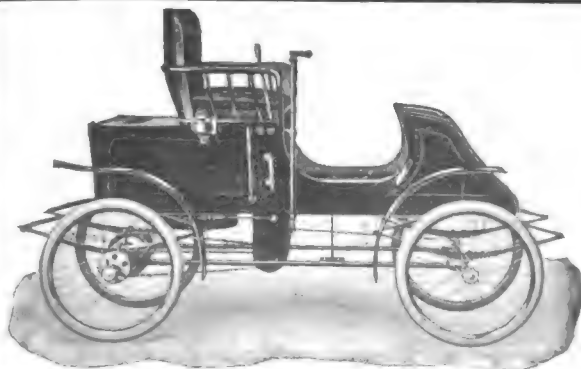
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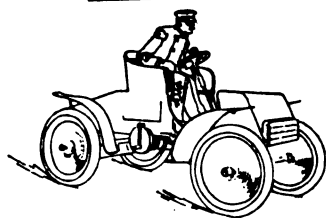
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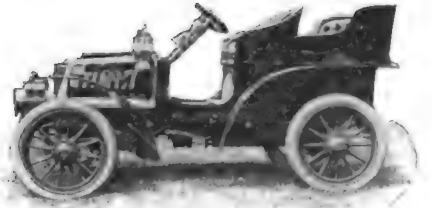
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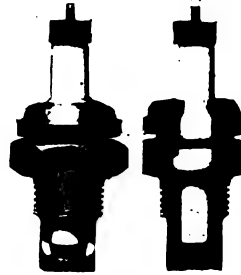
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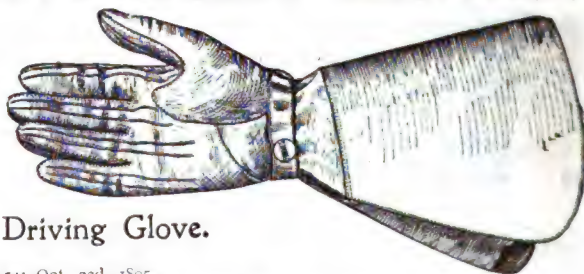
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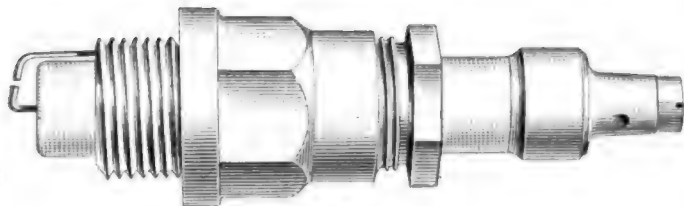
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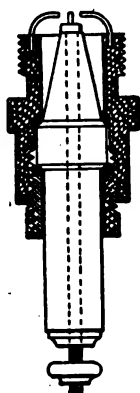
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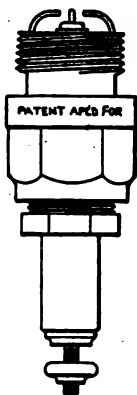


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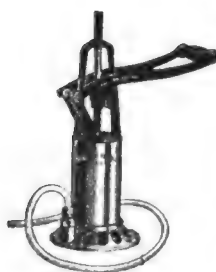
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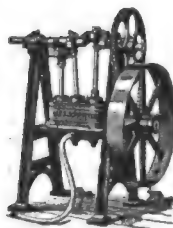
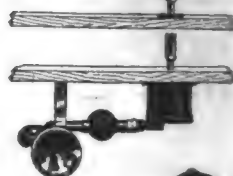


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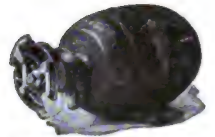
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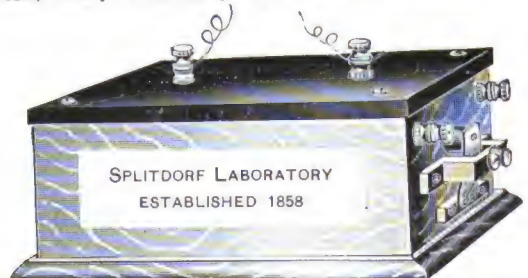
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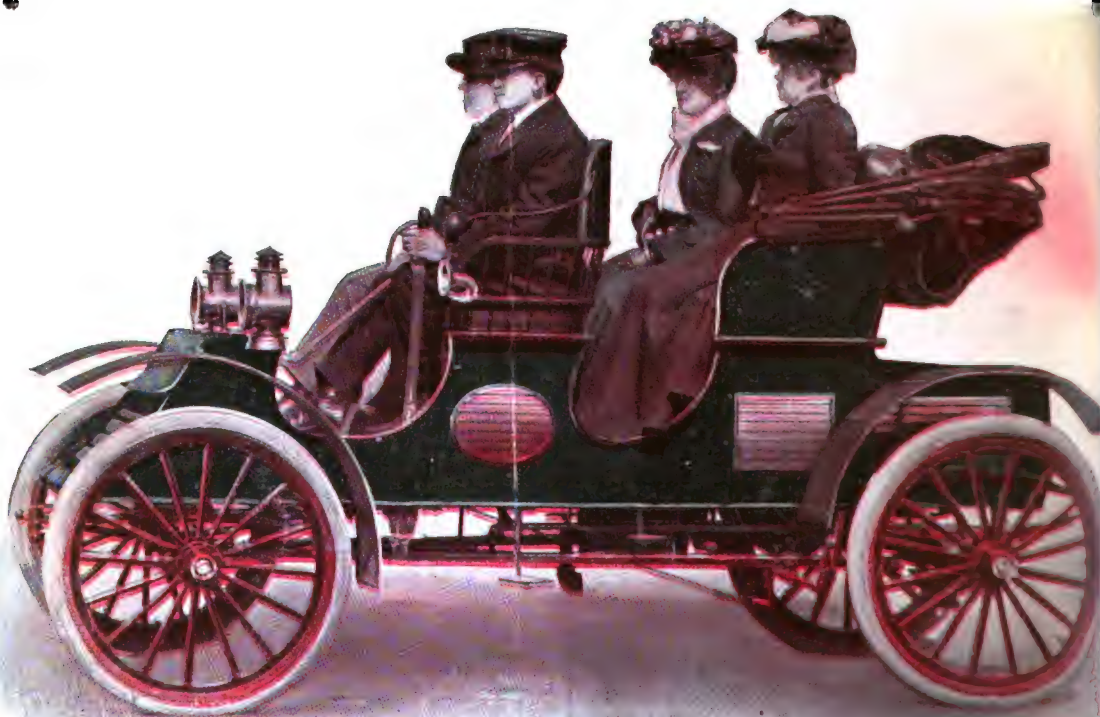


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AS TO STYLE. French makers have abandoned the tonneau for next year, and are offering surreys, but they only partially get away from the dust by the higher back to the seats, and while the individual position of the occupants is like our surrey, their location in the car still enhances the roughness of the road, and the engine arrangements are not improved.

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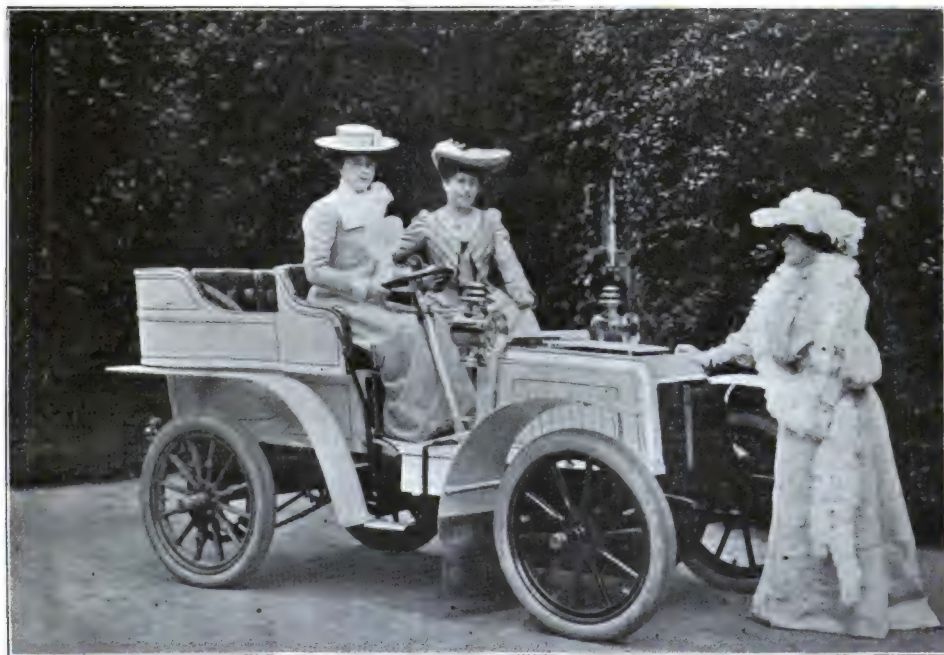
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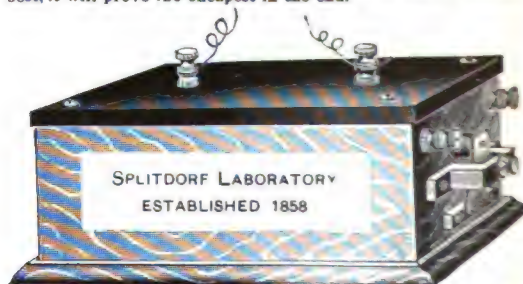
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W. K. Vanderbilt, Jr., on Automobiling

"THIS hardly looks like giving up automobiling," remarked Mr. Barry, of the firm of Barry & Hayes, directing my attention to a smart Renault car as it swiftly wheeled into the storage from Fifty-eight street.

The owner of the car stepped briskly down the instant the machine came to a standstill. Walking round to the front of the machine he paused a few moments to regard it critically and affectionately as one would a favorite horse.

He was Mr. W. K. Vanderbilt, Jr., who, notwithstanding his millions, has justly earned the title of America's foremost automobilist. His clear cut clean shaven features, sunburnt from hard exposure to blinding road dust, showed less boyish than when he left America months ago to win laurels against the foremost chauffeurs of Europe. His eye, keen and steady as a sailor's, bespoke a self-confidence and decision which are the indispensables of the sport, while the interest he showed in examining the machine from which he had just alighted betrayed the expert as well as enthusiast.

"Yes, it's a capital machine," he replied, answering my observation. "I bought it from Louis Renault after the Paris-Vienna race. He drove it himself in that race and but for a mishap almost at the winning post, he would certainly have been first with that car. You remember he led by a good many miles up to within a short distance from Vienna, where he met with an accident and so lost the prize."

The light machine was certainly a thing of beauty. Its even proportions, adjusted to a nicety, told the story of the Paris-Vienna race and explained, as *Automobile Topics* explained at the time, why lighter cars built with regard to mathematical proportions between weight and power had outstripped and outlasted the heavier machine stripped to the bone in everything but their engines.

"Have you made any remarkable runs in this car, Mr. Vanderbilt?" I asked.

"Not in this. The best run I made recently was in a Mors, about 630 miles in 13 hours. That figures out an average of 48½ miles an hour. Not so bad, eh? But I left that car in Paris."

From discussing the general merits of his latest favorite, Mr. Vanderbilt

AUTOMOBILE TOPICS

proceeded to details, explaining with the skill of an expert and the enthusiasm of a devotee the fine points of his splendid machine. Listening to the young enthusiast's eulogies, it was impossible to resist the temptation to refer to his widely advertised retirement from automobiling.

"Your paper took the right view of that," Mr. Vanderbilt replied; "in fact, I may say, without flattery, that your paper seems to hit it just right in everything it says about automobiling, as it did in regard to the lessons of the Paris-Vienna race. Of course, after the accident to my brother-in-law, it is only proper that I should refrain for a while from any prominence in the sport.

"By the way, I wish you would correct one error which seems to have been generally accepted in regard to my brother-in-law. He was not a reckless driver, as has been so frequently and erroneously stated. He was not even an incompetent one. On the contrary, he could handle a machine with anybody and thoroughly understood the difficulties of steering under high speed. The only explanation of the accident which seems to me feasible is that after he became aware of the mishap to his tire he suddenly lost presence of mind and an instant later came the crash. It was merely a case of being bewildered for a moment, but that moment was fatal. Poor fellow!"

"What do you think about the speed laws in this country?" Mr. Vanderbilt was asked.

"Better inquire from the magistrate who fined me \$10 a week ago," he replied, laughing. "By the way," he added, "there was one point in that story as told in your paper last week which was not quite correct. I don't mean, of course, that story about the Paris policemen and my purée Panama hat. This is the hat, by the way," pointing to the hat he was wearing, which hardly deserved the marked down price (\$1.10) at which the French policeman had valued it.

"No, I refer to the evidence of the two women who swore they saw me at a certain hour driving furiously. The facts are these: In the first place I was merely taking a quiet ride in my Locomobile, a reliable little car which I have had for three years and which is certainly not a racer. At the hour mentioned by the two women I was actually at the New Haven railway station waiting to receive this identical Renault car. All this I explained to the Chief of Police when I learned that a summons had been taken out against me for furious driving. I further told him that I could prove by reliable witnesses that there had been a mistake. But as he advised me to plead guilty in order to avoid unpleasant comment, I agreed to do so. When the magistrate, however, undertook to lecture me in court after I had followed the chief's advice, and even went so far as to talk about imprisonment, I could not refrain from telling him what I thought of these absurd laws, especially after I had explained the actual facts of the case and my reasons for pleading as I did.

"The speed laws in America to-day are most absurd. Your suggestion to drop the practice of prohibiting so many miles an hour and make it so many minutes to the mile is the best remedy I have seen offered. It would certainly show the absurdity of the present laws in a way that ought to convince anybody."

"Is the Gordon Bennett cup coming to America next year?"

Mr. Vanderbilt turned a smiling look on his questioner, which said plainer than words how glad he would be to think so.

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"We'll try for it, at least," was his diplomatic answer. "If the Automobile Club of America enters the competition, as I think it ought certainly to do, I'll be only too pleased to go to England or Ireland or wherever the race is held, to do what I can to lift that cup. Whether we shall succeed or not is another question. The only way to answer it is by trying, and if we don't succeed, why, try and try again. Eventually I have no hesitation in saying I think we most certainly will bring that trophy to America. And what a good thing it would be for automobiling in this country!"



W. K. VANDERBILT, JR., AMERICA'S FOREMOST AUTOMOBILIST.

"But how about American roads?" was the natural question that suggested itself.

"Yes, that is where we are backward. But road difficulties can be overcome, and will be when other obstacles are removed."

"Is there any prospect of that automobile speedway in Long Island?"

"Yes, that is assured now," was Mr. Vanderbilt's prompt reply. "The plans are all perfected and I expect actual work on the road will be begun very shortly. I may say that Mr. W. C. Whitney, to whom I mentioned the project, is heartily in favor of it and will back up his opinions with good financial support. The

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plans have been submitted to Mr. Shattuck, as president of the Automobile Club of America, not with the view, you understand, of any official support from the club, but merely that we may have the benefit of any suggestions that may be offered. It will be a purely private enterprise, undertaken by private capital and intended for the use of automobilists."

"Where will the road lie?"

"From Thirty-fourth street ferry, Brooklyn, to Roslyn, L. I., a distance of about twenty miles. All the land has been acquired and there is no reason why we should not have the finest short stretch of road in the world there. The best devices for the overcoming of the dust problem will be adopted, and in addition to a speedway there will be abundance of room for automobilists who wish to be mere spectators. Being a private road, of course, it will not be subjected to the interference of local authorities nor to the speed restrictions of the public highway.

"That twenty-mile stretch, you understand, is but the beginning of what we expect to accomplish in Long Island. Eventually we hope to have as good roads there as in France. The topography of the island lends itself to good roads and it is only a question of time before we remove the prejudice which stands in their way at present."

The soft throbbing of the Renault motor which had been punctuating the brilliant automobilist's remarks with impatient calls, imperceptibly hastened at this point. As if in obedience to the summons, Mr. Vanderbilt moved in the direction of the car and quite naturally took his seat behind the wheel.

"Listen to that action," he said, directing the mechanic to uncover the bonnet that the smooth, rhythmic beat of the engine could be better heard. Muffled almost as drum taps it sounded, only to break out at a touch on the lever into sharp, snappy snorts, like the barking of a hound impatient to be off.

Seeing my attention fixed on what looked like a piece of rubber bound by wire around the front spring, Mr. Vanderbilt hastened to explain its meaning. "That is the plumbage," he said, "or official seal affixed by the French authorities when the car was exported. By leaving that intact I may re-enter the car to France without paying duty."

Touching the lever as he spoke, the machine began to back in the direction of the gate by which he had entered. A wave of the hand, a hasty good-bye, and a firm grip at the wheel, and a moment later car and driver vanished through the open gateway in the direction of Fifth avenue.

TOUCHING the big run mentioned by Mr. Vanderbilt in the foregoing interview, it may be mentioned that this referred to his performance in the Circuit des Ardennes, in Belgium, where he came in third. An interesting story is told in connection with that event.

After the race Mr. Vanderbilt was warmly congratulated by Mr. Mors, to whom his victory in a Mors car was naturally most welcome. Nor did it lessen the warmth of the congratulation that Mr. Vanderbilt himself had at the last moment taken the place of Henri Fournier, whose services had been engaged to

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steer the Mors car, and whose absence had been not a little source of misgiving to Mr. Mors until the last lap of the race had been covered.

But congratulations were not what Mr. Vanderbilt wanted after his 13 hours' hard riding around that 50-mile course. He was more anxious about dinner. Unfortunately, the little town of Bastogne, while ideal as a starting point and terminus for an automobile race, is not exactly the spot a hungry tourist would select to get a good dinner. Not at least when every cafe and cabaret was crowded with other hungry tourists, willing to take pot luck in the way of food.

"I'm going back to Paris for dinner," said Mr. Vanderbilt, after he and Mr. Mors had vainly explored the culinary facilities of the village. So without further ado he ordered his chauffeur to bring around his automobile, still incrustated with dust from the Circuit of Ardennes, and bidding Mr. Mors adieu, he started at once for Paris, where he arrived in time for dinner.



A. C. NEWBY IN RECORD-BREAKING ELECTRIC CAR MADE BY NATIONAL VEHICLE CO.,
INDIANAPOLIS.

Electric Car Makes 118 Miles Record

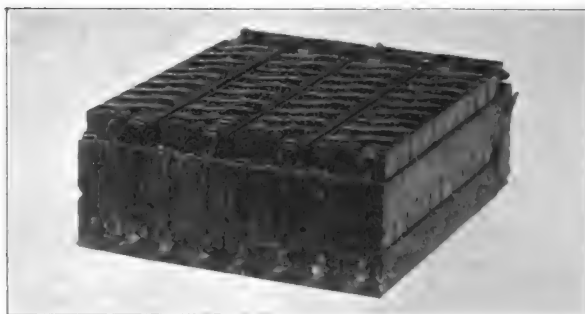
IN his electric automobile, fitted with a 44-cell battery, Arthur C. Newby, of Indianapolis, has covered 118 miles with a single charge. This is the longest run on record for a battery of the size and weight. It was made in parts of two days, on the level streets of the city, and therefore did not put the battery to the severest possible test; but the record is a remarkable one.

Mr. Newby began his experiments two or three weeks ago. The first trial he made was in the streets. The machine, just out of the factory, made 82½

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miles. The next trip was into the country, 215 miles on roads between Indianapolis and Columbus, Ind. This distance was made with four charges.

Mr. Newby followed that run with a trip to Noblesville and surrounding country one day, making 60 miles with one charge. The machine seemed to be able to do still better on country roads, and so Mr. Newby next drove it to Knightstown, and return, a distance of 68 miles. Last Sunday week he made the run to Richmond, 70 miles, with one charge, and, returning, covered 61 miles



STORAGE BATTERY WHICH DID 118 MILES.

by way of Connersville and Rushville, over some of the most hilly roads of the State.

The machine having been well "warmed up," Mr. Newby decided that he would take it the limit in the streets of Indianapolis. About the time most persons were going to bed, Wednesday night, he started out with it.

He drove it at the rate of 10 or 12 miles an hour over the smooth asphalt streets until between two and three o'clock in the morning. It was still willing to keep going, but Mr. Newby was sleepy, and postponed finishing the run during the following day. When the battery refused to work longer, the cyclometer showed that the automobile had covered 118 miles.

The battery was made by the Western Storage Battery Company, of Indianapolis, and the automobile was built by the National Vehicle Company, of Indianapolis.

A New Friction Clutch

A NEW friction clutch devised by the Panhard-Levassor establishment affects the impulses without the occurrence of any external action of the two shafts in the direction of their axis. The general arrangement is shown in the accompanying Figs. 1 and 2, which represent, diagrammatically, two variants of the apparatus. The arrangement consists in placing the two cones *a* and *b* in such a way that one of them, *a*, shall be operatively connected with the shaft to be actuated through tappets, *c*, that permit of the longitudinal displacement of *b*.

The two cones, *a* and *b*, are submitted to the stress of a spring, *d*, the equal

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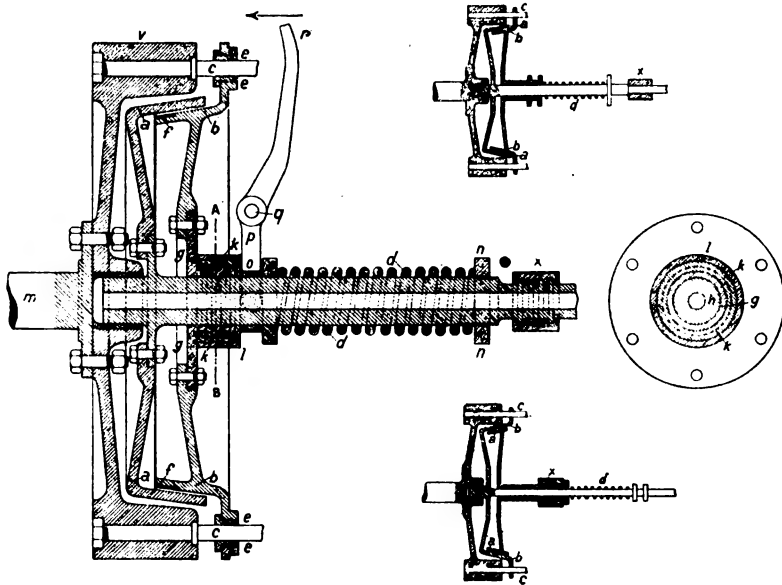
and contrary actions of which are controlled by the shaft actuated, and, consequently, do not tend to displace it.

The throwing out of gear is effected by acting upon the cone *b* in the direction necessary to compress the spring. At this moment, it is impossible for the shaft actuated to displace itself under the action of the free spring in consequence of the stop *x*.

As an example of the application of the apparatus, we shall describe the arrangement shown in Fig. 1.

The figure to the left is a longitudinal section and the one to the right a transverse section through *AB* of the first figure.

The shaft of the motor *m* carries a fly wheel, *v*, provided with two fingers that engage with apertures formed in the periphery of the cone *b* and containing steel bushes *e*.



NEW PANHARD FRICTION CLUTCH.

The cone *b* is carried by a collar, *g*, loose upon the shaft, *h*, to be actuated, The counter-cone, *a*, is fixed to the same shaft.

The collar *g* is provided externally with grooves that engage with a collar in two pieces assembled by a ring *l*.

A spiral spring, *d*, bears, on the one hand, against the collar *g* and, on the other, against the stop *n* screwed to the shaft *h*.

Under the action of the spring *d*, the counter-collar pushes the cone *b* against the cone *a* without displacing the latter upon its shaft *h*, since the latter supports an equal and contrary action exerted by the other extremity of the spring *d* upon the stop *n*.

For throwing out of gear, a forked lever, *p*, oscillating around an axis, *q*, en-

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gages with a groove, *o*, of the collar *g*. When a pressure is exerted upon the pedal *r*, in the direction shown by the arrow, the cone *b* is moved backward. Its collar *g* is then perfectly loose and capable of revolving freely without exerting any stress upon the threads of the collar *k*, and consequently incapable of transmitting any motion to the shaft *h*, although the cone, *b*, continues to revolve like the fly wheel of the motor. The throwing into and out of gear is therefore absolute.



MESSRS. ERLANGER AND GALLINGER TOUR THE PHILIPPINES IN LOCOMOBILES.

How the Race was Won

THE following letter from the driver of the Locomobile which won the King's Cup at Lisbon recently is more than interesting:

The Locomobile Company of America:

Dear Sirs.—I wired you yesterday midnight to the effect that I had won the King's Cup in race for ten miles against large petrol cars. I came in first. It can hardly be said there was a second, the next one being so far behind.

The course was a mile circle on a *side hill*, an old deserted horse race track: from the tape was a little straightaway, down hill; then a long turn to the left three-quarters of a mile, then a stiff grade up to the tape.

Entered against me were a 7½-hp. Darracq and a 12-hp. Panhard. I drew the worst place for start, but jumped to the inside before the petrol fellows got under way, after the drop of the flag. I carried a small, light Portuguese Count for ballast; the large cars carried the driver only. At the end of five miles I passed the Darracq exactly in front of the royal stand, and the crowd was quite

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crazy. I finished strong and fast, needing about two yards to catch the Panhard again, which would have made me two laps (two miles) ahead.

It was the hill that killed the petrol cars; they had to change gears. I found I could climb it fast on a shortened stroke, pump full on, and gain steam. The surface of the track was rolled dirt, very rough and slow. It was said that the "Locomobile" only touched the high places. The time is in dispute; one timer claims I did it in 15½ minutes, and the other in 17½. At any rate it was fast for a No. 2 car; this car is, I am glad to say, a wonderful steamer and climber; I have been up hills in Lisbon where no automobile has ever tried to go; where there are *elevators* instead of tram or cable cars.

At the finish of the race, among the plaudits of the astonished multitude, I was escorted to the royal stand and handed a great box containing a big silver



WHERE EVERY LEAF CASTS A SHADOW.

and glass cup given by the Portuguese Government. I had to shake hands with the King's representative; in the crowd afterwards everyone tried to shade hands with me while I was carrying the box with the cup, and I nearly had the thing trampled under foot. Mr. S. was pleased beyond measure; he says he shook hands with 15,000 people.

The crowds surging around our car after the awarding of the cup were so great that it was only with great difficulty that we could leave the Hippodrome. After I had finished the tenth lap the crowd filled the course, and the petrol cars

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made their last two miles through a maze of people. Lisbon went wild; to-day I go to have my photographs taken for the press.

The cup is an elegant affair, and an elephant on my hands. I shall try to get it to Paris without paying duty on it. Yours very truly,

LISBON, August 18, 1902.

R. H. S. ABBOTT.

Death of Bradford B. McGregor

NEWS of the death of Bradford B. McGregor will be read with heartfelt regret by the many friends of the deceased. The romantic circumstances of his last hours, when, in the face of an almost certainly fatal operation, he was married on his death bed to the lady who is now his widow, attracted unusual attention to his case, with an equally widespread hope that recovery might reward his courage. By his friends in automobiling circles, Mr. McGregor's death will be especially regretted. A capable and enthusiastic automobilist himself, he was always an ardent supporter of the pastime. In his dying hour, his wish that Dr. King, of Mamaroneck, might be brought, was heard and heeded by his friend, Mr. A. C. Boswick, who on such an errand exerted himself to make such a run in his automobile as he had never done. But though he succeeded in bringing the doctor to his friend's bedside in phenomenal time, he was saddened to find that a great unbidden visitor had preceded him. Death had beaten the automobile.

What She May Wear

WITH the turn of the leaf, bringing a premonition of cooler days, and the return of summer holiday makers, the eternal question of costume again forces itself into consideration, especially among the fair sex.

Suggestions of coats suitable for automobiling are given in the accompanying illustrations.

Mrs. Langtry, who is an ardent automobilist, is the possessor of a lovely wardrobe suitable for automobiling. The accompanying illustration shows a long sable coat of exquisite quality, shaped to the waist, and with an inclination to fullness about the hips. The sleeves—which, in Paris, are getting larger and larger—are full from the elbow, while a deep cape-like collar of ermine, and Henri II. muff, completes the costume. With the coat a sable toque is worn.

A coat of silver baboon, a very rare skin from the west coast of Africa, is another novelty for the fair automobilist. So rare indeed is this fur, that although this one is obtainable for the modest sum of £11, it would be a matter of some difficulty for the firm to obtain another to order. The collar and revers are made of lynx, a fur which is more becoming near the face. This is a coat which could be worn for ordinary carriage driving as well as automobiling, and there are very few days in chilly weather when a light wrap of this kind is not enjoyable.

A lady laments in an English provincial paper the alleged ineffectiveness of

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dust-protecting garments for autocarists. "How to protect the face and hair from dust when motoring is a problem apparently difficult of solution," she says. The wraps or hoods that completely cover in the back of the head are unbecoming, and do not protect the face. A small, closely-fitting toque, with thick gauze veil arranged in thick folds over the hair, is the headgear she prefers.



COAT OF GRAY CLOTH WITH ASTRAKKAN COLLAR.

The Automobile in Society

WHEN the automobile first made its advent into society, people were at a loss exactly how to take it; but now that it has a settled place in the doings of the gay world, an entirely new etiquette has been established, governing the occupants of the automobile. There is now a distinct code of rules for the owner, the guest, and the chauffeur. One interesting innovation which has all the qualities of common sense, is that the owner, while operating his automobile, shall not attempt to raise his hat in bowing to his women friends, but gives a military salute. When the owner goes out alone, his chauffeur may sit beside him; but when guests are aboard, the place of honor is always the

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front seat, and the chauffeur is relegated to the rear. The chauffeur is supposed to give the greater part of his attention to the automobile, rather than the guests, but as the car slows down, he should alight, and assist the guests to descend. On starting for a run, the owner should be the last to take his seat. It is his place to see that his guests are all comfortably seated, and that the door of the tonneau is securely fastened. When all is in readiness, the driver steps into the car from the off side. On leaving the machine, the driver first adjusts all of the machinery under his control, and then is the first to alight. By following this rule, all danger of accident, such as the sudden bolting of the automobile, is done away with. A gentleman occupying a tonneau seat is expected to open the tonneau door without any assistance from the chauffeur, who, as said before, is to be more occupied with the machinery than with the guests.

Mr. Alfred Gwynne Vanderbilt made a trip from Newport to New York last week in his 35-hp. Mercedes. He was accompanied by Mr. Willing Spencer and his chauffeur. The party came to New York by way of New London and New Haven, and made no attempt to break any records.

Mrs. Howard Gould has bought from the Electric Vehicle Company a Columbia Straight Front Brougham, of which an illustration is given herewith.



This brougham seats two persons inside, and allows room for the footman on the seat beside the chauffeur. The interior furnishings include silk curtains, electric light in dome fixture, controlled by the occupant, card case, and clock, sterling silver scent bottles, and umbrella holder. The electric side lamps are controlled by the driver.

Mr. George W. Perkins, of J. P. Morgan & Co., and also of the New York Life Insurance Company, uses an electric automobile, built by the Electric Vehicle Company, going to and from his office in Wall street. Mr. Perkins is known as one of the leading authorities in insurance circles, and one who knows how to calculate risks to a nicety. The importance of the business interests entrusted to Mr. Perkins, as partner of Mr. J. Pierpont Morgan, speaks volumes of the utility and safety of the automobile.

The most recent convert to automobilism is United States Senator Aldrich, of Rhode Island. He has just purchased a Waverley electric machine.

The King of the Belgians is reported to have purchased three autocars in Germany one of them costing £2,400.

Mr. Clarence Gray Dinsmore recently won a hill-climbing contest at Semmering, with his Mercedes.

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Mr. Stanford White, of the firm of McKim, Mead & White, has just added to his equipment of automobiles one of the new Locomobile stanhopes, Model B. These attractive carriages are made up in red, but this one has been especially finished for Mr. White in blue. Others who have recently purchased Locomobiles from the Seventy-sixth street branch are Mr. N. S. Biggs, of Richmond Hill; Mr. A. W. Biggs, of Huntington, L. I.; Mr. T. S. Griffin, of Lehigh Gap, Penn.; Mr. H. D. Ball, of Albany, and Mr. Wallace, of Wallingford, Conn. The latter has purchased two carriages, one of which is for the use of his son.

Queen Maria Pia of Portugal is the latest royal convert to automobilism, Her Majesty having become the possessor of a splendid 12-hp. car.

There is a great deal of automobiling in and about Pittsburg these days. Mr. Thomas Whittemore has gone to the East in his Winton touring car with a party of friends. The sons of Senator Holt, of Greensburg, were recently in Pittsburg with their automobile. Some of the others frequently seen about the Pittsburg streets in their automobiles are: Mr. Reade W. Bailey, Dr. W. C. Cook, Mr. J. A. Fisher, Mr. W. L. Elkins, Mr. W. J. Lewis, and Mr. Taylor Alderdice.



MRS. LANGTRY'S SABLE COAT.

During the present season there were so many automobilists in Saratoga that there is some talk of forming a club there among the society people.

Mr. Jesse Barker, of Peoria, Ill., who has a summer place near Pittsfield, Mass., has recently purchased one of the new 16-hp. Toledo touring cars of the International Motor Car Company, and this week made the trip from New York to Pittsfield.

Sport and Utility

The Fournier-Searchmont Automobile Company, of Philadelphia, write: As you probably know, it has been for a long time evident that our present facilities were inadequate to the growth of our business; we could this year have sold several times as many automobiles as it was possible for us to make in our present plant. Mr. Gallaher has for some time past been looking over plants, and has at last found one, about 16 miles from Philadelphia, and three miles from Chester, Pa., between Chester and Wilmington, on the main line of the P. W. & V. R. R., and about one mile from the Delaware river. It was built for the (Trainer) cotton manufacturing business, and is admirably adapted to our needs, and has therefore been purchased by our directors. The purchase includes 50 acres of land, 25 of which will be used for manufacturing purposes, and the other 25 acres for tenement houses, a small park, containing a lake, and other conveniences for the use of employees of the factory. The property now contains two very large mills and half a dozen smaller buildings, including a very handsome office building. The station, post office, etc., are now named for the Trainer mills, but we shall endeavor to have them changed to Searchmont. The property is situated immediately on the street car line, between Chester and Wilmington, about 10 minutes' ride from Chester, and 40 minutes from Wilmington, being about 30 minutes' ride, by rail, from the Broad Street Station in Philadelphia. Chester and Wilmington are both great manufacturing towns, so that we will be well placed for labor. We expect to get into the new plant early in October.

A neat little catalogue-handbook has just been issued by the Central Automobile Company, of 1684 Broadway, New York. Beginning with a frontispiece of the interior view of the station which was published in *Automobile Topics* recently, the volume gives a detailed description of the facilities of the station, with cleverly illustrated details of some of the leading cars handled by the firm. The little volume will be found a useful companion for the company's customers.

The Society of German Engineers is preparing for publication in the English, German, and French languages, a technical dictionary, which is to be called the "Technolexicon." It is not intended to be an encyclopædia, but a dictionary pure and simple, to embrace all technical branches of industry. Persons connected with any industry are invited to collaborate, by writing to Dr. Hubert Jansen, the secretary of the society, Berlin (N. W. 7) Dorotheenstr. 49. Those conversant with terms employed in any industry with which they are connected would serve a good cause by contributing to this dictionary. A question form and note books will be sent to all *collaborateurs* to facilitate their work. The "Technolexicon" will, no doubt, become a valuable and standard work of great assistance to all engineers, and to those engaged in the automobile industry as well as the rest.

On Friday of last week, W. L. Dickinson, treasurer of the New York and Chicago Road Association, and L. C. Boardman, the second vice-president, and

Mrs. Boardman, and a chauffeur, left the Fifth Avenue Hotel in a Toledo steam carriage for a survey of the roads between New York and Chicago. The trip is expected to extend over a month's time. It will be made deliberately, with the idea of obtaining all the information needed concerning the attitude of the county officials toward the proposition of a trunk road between New York and Chicago. Messrs. Dickinson and Boardman expect to be able to present on their return a completed map of the proposed road, together with the details of the financial, political and engineering difficulties that it involves.

Mr. Dickinson intends to stop in each town where improvement is needed, and endeavor to interest the residents in the project. He will live with the people along the route, he says, and try to convince them that the benefits to be derived from good roads will more than repay them for the cost of taxation.

Stops will be made at Newburg, Kingston, Binghamton, Elmira, Jamestown, N. Y.; Erie, Pa.; Toledo, O., and South Bend, Ind.



BEFORE. AFTER.
WHAT THE AMERICAN ROAD MAKERS ARE DOING FOR GOOD ROADS IN MICHIGAN.

By Courtesy of the *Municipal Journal and Enquirer*.

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The hearing of the charge against Chauffeur Dietz, employed by Attorney W. D. Guthrie, at Oyster Bay, on Saturday last, ended as might have been foreseen. Notwithstanding that the evidence on the question of speed was four to one in favor of the defendant, and that six witnesses controverted the evidence of the deputy sheriff, the local justice imposed a fine of \$20. Mr. Guthrie, who appeared in court for his chauffeur, promptly took an appeal. It is to be hoped that this case may reach a court of record, where the only sensible and proper judgment will serve as a precedent, and possibly act as a quietus on the meddlesomeness of village dogberries.

Owing to increasing business, the National Vehicle Company have found it necessary to use their entire plant for the manufacture of automobiles. Hence they have disposed of the carriage department to a new firm, who will take over this entire department, and will operate it under the name of the Gates-Osborne Carriage Company. This will enable the National Vehicle Company to increase their output for the coming season, and to devote their entire time and attention to the manufacture of automobiles.

The National Electric vehicle which made a record run of 118 miles at Indianapolis last week, was fitted with Diamond tires.

Foster Millikin, a member of the Automobile Club of America, accompanied by E. E. Neal, made an automobile run recently from the Garden Hotel, Atlantic City, to the corner of 38th street and Seventh avenue, this city, about 165 miles, in 8 hours and 38 minutes.

It is claimed by them that this constitutes a new record between the two cities. The record breakers say they had to slow down for some distance owing to the rain. The automobile ridden was an 8-hp. Panhard.

Detroit Races This Week

DATES for the Detroit automobile races have been fixed for September 19 and 20, on the Detroit driving track, which is claimed to be the fastest automobile track in the United States, and is the one on which Alexander Winton broke all existing records up to 12 miles, in the fall of 1901. The management have decided on seven races each day, together with several speed trials against time. The program is a most complete one, and, inasmuch as this meet will follow Cleveland, which occurs on September 16, every indication is that the attendance of automobile owners throughout the country will be large. Entry blanks can be obtained from William E. Metzger, chairman of the racing committee, at 265 Jefferson avenue, Detroit, Mich. The prizes will be valuable trophies, and will satisfy all the participants. There will be no entrance fee charged. The entries close on the 18th for the handicap events, while the entries for open events close Friday morning, the 19th.

The events are as follows:

No. 1.—Five-mile steam, open to road machines, all weights.

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No. 2.—Five-mile, 1,000 pounds, and under; all classes.

No. 3.—Two-mile electric, open to all weights.

No. 4.—Five mile 2,000 pounds, and under; gasoline vehicles.

No. 5.—Ten-mile handicap, open to field. (All machines start from scratch.)

No. 6.—Two-hundred-yard obstacle race.

Special.—One-mile trials against time by manufacturers of high-power machines.

SATURDAY, SEPTEMBER 20.

No. 1.—Five-mile open, gasoline vehicles, 5 hp. and under.

No. 2.—Five-mile handicap, Detroit private owners.

No. 3.—Three-mile steam, open to all weights and classes.

No. 4.—Ten-mile handicap, open to all classes. (All machines start from scratch.)

No. 5.—Five-mile manufacturers' challenge cup, all classes (donated by the Diamond Rubber Company), open to members of the American Motor League.

No. 6.—Twenty-mile, open to all weights and classes.

No. 7.—Two-hundred-yard obstacle race.

Special.—One-mile trials against time by manufacturers of high-power machines.

The racing committee of the association is comprised of William E. Metzger, E. H. Broadwell and W. M. Perrett.

Even its Enemies Admit This

AN anti-automobile syndicate letter which has traveled through the press from Maine to California, finds space in a page of reading matter for the following nuggets of common sense:

The majority of automobilists, like the majority of all Americans, have proper regard for others and respect for the law.

America has become the greatest automobile using nation of the world.

Practically all the machines used here are American made, and much capital is invested in the industry.

The rich men who love the sport are spending fortunes every year, and the money circulates among a multitude of small tradesmen and wage earners.

The automobile is going to be the greatest upbuilder of good roads ever known. Its influence comes at the time when the cause needs new impetus, owing to the withdrawal of much of the enthusiasm that was aroused for it when the bicycle craze began.

The automobile owners plan improvements on an immense scale. Certain millionaires have projected a beautiful dust proof automobile road clear through Long Island. Others now are discussing the building of a similar road to run across New Jersey.

Automobilists have pledged their aid and money to help the work of completing a chain of good roads that shall make an uninterrupted highway from the Atlantic seaboard to the Pacific ocean.



WHEN NO GUESTS ARE PRESENT THE CHAUFFEUR SITS BESIDE THE OWNER.

THE FRONT SEAT IN ALL CASES IS THE SEAT OF HONOR.



THE CHAUFFEUR SHOULD ALIGHT AS THE CAR SLOWS DOWN.

A MILITARY SALUTE IS PREFERABLE TO RAISING THE HAT.



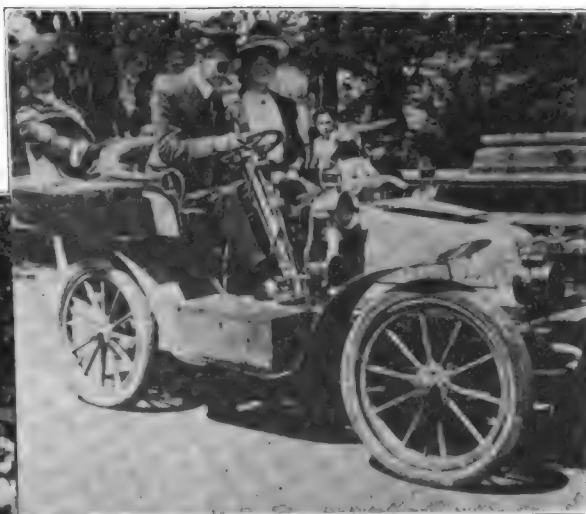
ETIQUETTE OF

E. ABSENCE OF GENTLEMEN THE CHAUFFEUR ACTS AS FOOTMAN.



THE OWNER ALIGHTS FIRST AND ASSISTS HIS GUESTS.

GENTLEMAN SEATED IN THE TONNEAU SHOULD OPEN THE DOOR.



WHEN CAR IS FILLED WITH PASSENGERS THE CHAUFFEUR RIDES ON THE STEP.

THE AUTOMOBILE.

A Mayor to be Proud Of

MAYOR JAMES M. SEYMOUR, of Newark, set a laudable example when he returned to the Board of Works last week the ordinance recently passed to regulate the speed of automobiles. The mayor vetoed the measure because it provided heavier penalties for fast automobiles than the original ordinance forbidding the fast running of trolley cars and horse-drawn vehicles. He says:

"In my opinion this is an unjust discrimination against the owners and users of automobiles, motor cycles, and similar vehicles, and the fine sought to be imposed for a violation of the ordinance governing the speed of automobiles or other machines should be consistent with, and equal to, those imposed for a violation of the ordinance governing the speed at which horses, electric cars, etc., shall be driven or propelled through our streets.

"If it is sought to impose a heavier penalty on owners and users of automobiles, motor cycles, etc., because of the great danger to the public by reason of their reckless use on the streets, the most stringent measures should be taken by the authorities to compel the operators of these machines to keep within the limit of speed prescribed by law. In any event, if it is sought to protect our citizens in their use of the streets against fast driving of any kind, the penalties prescribed should be co-equal, and no discrimination made against one class of citizens in favor of another class."

The mayor also finds the ordinance illegal, because it usurps a right of the State legislature in enacting a law providing for the registration of automobiles with the county clerk, who is not a city officer.



SOMETHING OF A LOAD.

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

E. E. SCHWARZKOPF, *Publisher.*

JAMES P. HOLLAND, *Editor.*

WILLIAM EARLE BALDWIN, *Associate Editor.*

WILLIAM H. MAXWELL, JR., *Associate Editor.*

VOL. IV. No. 22 NEW YORK, SEPTEMBER 13, 1902

PRICE TEN CENTS

AUTOMOBILE TOPICS is published weekly, by Automobile Topics, No. 29 West 42d Street, New York. Subscription price, \$4.00 a year in the United States and Canada, or in foreign countries within the Postal Union, \$6.00 (gold) in advance. Advertising rates may be had on application. Copyrighted, 1902.

Cable address—AUTOTOPICS, NEW YORK.

Telephone—4715-38th Street

By long odds the most interesting of the automobile trade papers is Automobile Topics, edited by E. E. Schwarzkopf.—THE NEW YORK JOURNAL AND AMERICAN, JUNE 23, 1902.

Automobiling is well represented by high-class trade papers that furnish accurate information to tradesmen and operators. Prominent among them is Automobile Topics, a bright and breezy publication, that caters to the individual motorist, but which, from time to time, prints excellent articles on trade matters.—NEW YORK MAIL AND EXPRESS, SEPT. 6, 1902.

Automobile Topics is by far the most interesting and the best edited.—EXTRACT FROM CIRCULAR OF THE NATIONAL ASSOCIATION OF AUTOMOBILE MANUFACTURERS, SEPT. 1, 1902.

Automobile Topics, the foremost automobile publication in this country.—LENOX LIFE, AUG. 2, 1902.

If It Had Been an Automobile!

ALMOST on the anniversary of the death of the late President McKinley, the Nation has come within a narrow shave of losing his successor. In the course of his strenuous life President Roosevelt has often faced death, but it is doubtful whether on the slope of San Juan Hill or on the trail of big game in the Rockies he ever came closer to rubbing shoulders with the grim monster than when his carriage collided with a street car at Pittsfield, Mass., last week.

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That he escaped by a miracle is a matter which should certainly add zest to the spirit of next Thanksgiving Day.

There is one curious circumstance, however, in connection with this tragic affair which should not be passed unnoticed. Without attempting to prejudice the outcome of the coroner's inquiry into the death of Secret Service Agent Craig, whose life paid the penalty of this mishap, it may nevertheless be pertinent to inquire how it happens that the affair was so suddenly hushed up, even in the columns of the usually garrulous yellow press. If a tithe of the statements made in these same yellow papers the day after the accident be warranted by fact, the subsequent silence becomes even more marvelous than the President's hairbreadth escape. An express prohibition is issued by the Mayor of the town against the running of street cars during the Presidential visit. This order is obeyed by one company, but the other company—whose president is one of the local administrators of the law and should therefore be an example in obedience thereto—openly flaunts the mayoral veto and proceeds to run its trolley cars, President or no President. On top of this open refusal on the part of the company comes the more or less indefinite story of wealthy passengers on the street car, anxious to reach a certain spot ahead of the President's carriage and urging the motorman to put on top speed for that purpose—in other words, a positive race with the President's carriage. Ignorant of this foolhardy freak, the driver of the President's carriage drives placidly over the route mapped out for him, which in due course leads across the car tracks, just as the racing trolley car with its burden of impatient sightseers approaches. Then comes the crash, sending the occupants of the carriage flying as though shot from a catapult, while the body of poor Craig, faithful even in death, mangled beneath the car wheels, checks the momentum of the death-dealing trolley car. To cap the climax, when the President, heedless of his own bruised face, asserts his manhood in a vigorous protest to the trolley car driver, the latter with characteristic insolence retorts that the President of the United States should not dare to contest the right of way with a trolley car.

A more humiliating story has never been told even in the columns of those papers whose aim seems to be to find out the natural sore spots and expose them to the derision of the world. Such an occurrence, with its sickening details of sordid disregard of public safety on the part of a wealthy corporation and purse proud sightseers, emphasized by the brutal insolence of the company's employee and passengers' protege, would be an impossibility anywhere but in this country. Yet within a few short days the affair has been allowed to drop, except so far as the proceedings before the coroner may compel publicity. Why this should be it is difficult to say, though easy to surmise.

Suppose, however, the death-dealing street car had been an automobile. Is it within the bounds of possibility that public outcry would have been stilled so easily? On the contrary, would not the motorphobic editors still be denouncing every horseless machine with all the strength and vigor of the editorial vocabulary? Then why this discrimination? Simply because the automobilist is a law abiding citizen, in spite of the fact that his liberty is hampered and checked by absurd and possibly unconstitutional restrictions. Whereas, on the other hand, the average street car driver, to fitly represent his employers, is a tyrant whose will is a law within itself. Taking his cue from his company, which usually begins business by

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debauching the lawmakers and monopolizing the public highways, the motorman knows no such thing as public safety beyond clanging his gong as a warning to fly or be killed. Passengers may get on or off his car at their peril; vehicles in his pathway must clear off or get smashed, and even the Nation's Chief Magistrate must know better than dare to presume on the motorman's right of way!

There is legend somewhere on the early records of this republic about all men being equal. Pity that some of our automobiling lawmakers did not hunt up this forgotten legend when legislating for motormen and automobilists.

Will the N. A. A. M. Be Wise?

THE success of the collective exhibit of American automobiles, which it is reported the National Association of Automobile Manufacturers intends sending to London next spring, will depend almost entirely upon the personnel of those having it in charge. When American machines are making such headway in London and Paris, almost crowding out all opposition in the run-about class, it would be a blunder little short of criminal to imperil this exhibit by placing it in incompetent hands. Ability to talk glibly in general terms about machines is not sufficient. The British buyer, who prides himself on his thoroughness, wants to go into details. To meet him, therefore, it will be necessary to send someone who is a thorough master of the mechanical intricacies of gasoline, electric, and steam vehicles; one who can show things and explain the why and wherefore of each part of a machine. A mere office man will be a hindrance instead of a useful adjunct to such an exhibit. He certainly will not be a good salesman.

Rhode Island A. C. Meeting

A GOOD program has been arranged for the Rhode Island Automobile Club's second annual race meeting, to be held at Narragansett Park, Providence, on Wednesday, September 24. Nine events are on the card, as follows:

First Class.—Gasolene, over 1,300 pounds, limited to 30 horse power and under. Five miles. First prize, full value, \$100; second prize, full value, \$50.

Second Class.—Gasolene, 1,300 pounds and under. Five miles. First prize, full value, \$100; second prize, full value, \$50.

Third Class.—Gasolene, free to all. Five miles. First prize, full value, \$100; second prize, full value, \$50.

Fourth Class.—Special, 15-hp. Winton touring cars only, in racing trim, same sprocket and gears as used in regular stock cars. Five miles. First prize, full value, \$100; second prize, full value, \$50.

Fifth Class.—Steam, regulation stock cars; no changes allowed; all weights. Three miles. First prize, full value, \$100; second prize, full value, \$50.

Sixth Class.—Open class for steam cars. Three miles. First prize, full value, \$100; second prize, full value, \$50.

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Seventh Class.—Open class for electrics. Two miles. First prize, full value, \$100; second prize, full value, \$50.

Eighth Class.—Special, motor bicycles, single machines; open class. Five miles. Not eligible to sweepstakes. First prize, full value, \$50; second prize, full value, \$25.

Ninth Class.—Sweepstakes, open to all winners of regular classes. Five miles. First prize, full value, \$100.

The club reserves the right to change the order of this program. Special classes may be added, the winner of which is not eligible to the sweepstakes unless also a winner in one of the regular events.

These races will be held with the sanction, and under the racing rules of, the American Automobile Association.

The course is a regular one-mile track, 70 feet in width, with easy turns, and pronounced by Fournier one of the best automobile tracks in the country. The starting hour of the races will be two o'clock p.m. Vehicles will make a flying start. There will be no prizes awarded in cases of walk-overs; no second prize unless three start. The entrance fee is \$10. Contestants must be familiar with the racing rules of the American Automobile Association, a copy of which will be mailed each contestant on receipt of entry, or upon application. Entries close September 22, and must be sent to H. H. Rice, secretary Rhode Island Automobile Club, Crown Hotel, Providence, R. I., from whom entry blanks may be obtained upon application.

Coming Automobile Events

Cleveland race meeting.....	September 10
Detroit race meeting.....	September 19-20
Providence race meeting.....	September 24
Boston race meeting.....	September 27
Chicago (at Joliet) race meeting.....	September 27
Washington.....	October
New York-Boston reliability run.....	October 9 to 15

Clubs and Associations

The Automobile Club of America has issued a circular giving general instructions for each day of the forthcoming Boston reliability run. Diagrams of each day's run are given in this issue of *Automobile Topics*. Details of instructions will be given later.

A novel classification has been adopted by the Chicago Automobile Club for entries to the Joliet races, to be held September 27. In this program provision is made for vehicles with an allowance of horse power per each 100 pounds of weight, thus making it possible for both small and large machines to compete in the same event under equal conditions.

A mile race for gasoline carriages allows from 35 to 50 horse power for

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each 100 pounds, while in a five-mile race the limit is from 50 to 70, and in a 10-mile contest the limit is raised to 70 for every 100 pounds.

Several well-known metropolitan operators will appear in the competitions. One of these will be W. H. Owen, until recently chauffeur for Colonel John Jacob Astor, and who will be remembered for his skill in the brake contests on the Riverside Drive. Mr. Frank La Roche is another possible competitor, and Mr. Geo. C. Cannon, the Harvard student, whose machine was barred at Brighton, may also participate, providing his steam vehicle, which holds the unofficial American record of 1.07 3-5, is considered eligible.

The Automobile Club of Hudson County, N. J., has elected the following officers: President, M. A. G. Evans; vice-president, Dr. L. Bauman; secretary-treasurer, Frank Eveland. The runs and tours committee is composed of G. H. Wilson, Dr. L. A. Opdyke, George E. Blakeslee and E. V. Kiersledt.

W. C. Garrard, of the State Board of Agriculture, has made announcement that automobile races will be one of the big features of the Illinois State Fair in September. Fournier and other automobile celebrities may be there, and there will be auto races on two days for some of the biggest purses ever offered there. President Roosevelt is expected to be there on Thursday of fair week.

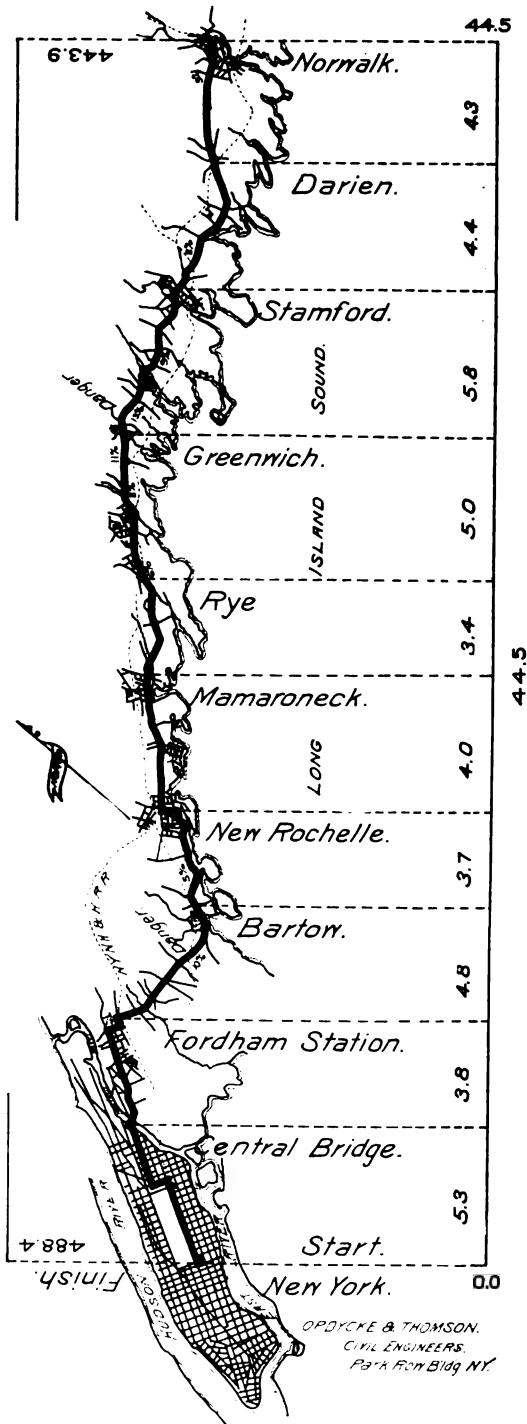
Great expectations are entertained of the automobile races and display at Washington during the Grand Army encampment, in October. The idea is to have the two or three hundred machines in the city decorated with flowers, and reviewed by the President from the White House. It is expected that Senator Clark, of Montana, or Representative O. H. P. Belmont, of New York, who are enthusiastic automobilists, will act as chairman of the committee of arrangements.

At regular distances in the line are to be sections of the Marine Band, in large automobiles. It is expected that Mr. Wu Ting Fang, who always enters into the spirit of such affairs, will be given a prominent position in the procession.

The Dayton (Ohio) Automobile Club has just issued its constitution and by-laws in a neat little hand-book. The officers of the club are: Carl L. Bauman, president; Dr. A. F. Bowman, vice-president; Dr. W. Webster Ensey, secretary and treasurer, and Frank P. Hill, road captain. Following are the standing committees: Membership, Earl H. Kiser, Dr. G. W. Miller and Dr. A. F. Bowman; exhibitions, contests, runs and tours, Frank P. Hill, Vincent G. Apple, Dr. C. A. Bonner, Edward Reynolds and J. D. Platt, Jr.; laws and ordinances, E. A. Hochwalt, John Kiser and Henry Coleman; roads, E. Francis Platt, Harry Loy and John S. McIntrie. The club membership includes over 40 names.

Monday, September 22, the first day of the Taunton Fair, will be largely devoted to an automobile meet. The program for the day will include races for steam and gasoline machines, two-mile heats, with suitable prizes for the winners in each class. Admission to the grounds will be free for all guests

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arriving in automobiles, and reserved seats will be provided in the grand stand for ladies. Gasoline will be supplied at the City Hotel, and every effort will be made to meet the needs of visiting carriage owners.

Diagrams of the various half days' runs of the Boston Reliability Run are given herewith. In their order they are as follows:

First and Twelfth Periods.—New York to Norwalk (44.5 miles). Minimum time, 2 hrs. 58 min.; maximum, 5 hrs. 34 min.

Second and Eleventh.—Norwalk to New Haven (34.5 miles). Minimum time, 2 hrs. 18 min.; maximum, 4 hrs. 19 min.

Third and Tenth.—New Haven to Hartford (42.2 miles). Minimum time, 2 hrs. 48 min.; maximum, 5 hrs. 17 min.

Fourth and Ninth.—Hartford to Springfield (26.4 miles). Minimum time, 1 hr. 46 min.; maximum, 3 hrs. 18 min.

Fifth and Eighth.—Springfield to Worcester (52.2 miles). Minimum time, 3 hrs. 28 min.; maximum, 6 hrs. 30 min.

Sixth and Seventh.—Worcester to Boston (44.6 miles). Minimum time, 2 hrs. 58 min.; maximum, 5 hrs. 35 min.

Automobile races overshadowed the regular speed program at the Winnebago County Fair, held at Rockford, Ill., last week. The 8,000 people assembled at the track gave little attention to the horses, but when the racing machines were announced, crowded around the judges' stand and as far upon the track as the police guard would permit.

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It was late in the afternoon when the first event, the five-mile open, with flying start, was announced. A. C. Banker, of Chicago, and A. C. Phelps, of New York, had the pole. John D. Fry and B. C. Hamilton were second, and John Farson, Jr., with Nels Anderson, the Farson chauffeur, were third.

Young Farson seemed to have wonderful control of the machine, and made the sharp curves at a hair-raising speed. He gained rapidly, and before the race was half over was well in the lead. His time was 11.57. Fry finished second.

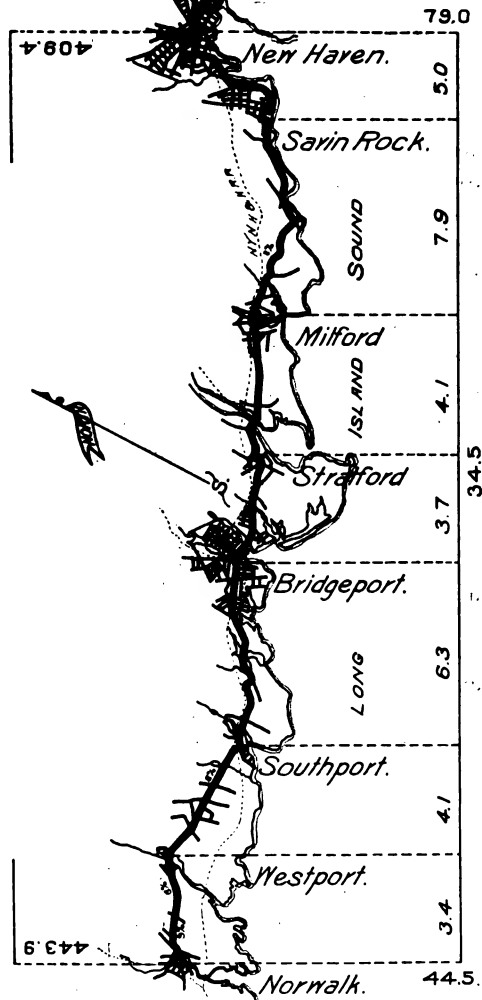
In the three-mile handicap, Farson started on the scratch, Fry with a handicap of one-sixth of a mile, and Banker with a handicap of one-third of a mile. They were off at the sound of the pistol, Farson taking the lead almost from the start. The finish was made in the same order as in the first race, the time being 6.39.

In the mile handicap, J. E. Fry finished first, A. C. Phelps, of New York, second, and John Farson, Jr., third. The time was 2.07.

R. Harry Croninger, chairman of the racing committee of the Chicago Automobile Club, started the races. Prizes in the shape of silver cups were given by the Winnebago County Fair Association for first and second place in each event.

There are now 200 members in the Buffalo Automobile Club, all of whom own their own machines.

President Lee H. Smith says that this number does not represent more than one-fifth of the owners in the city. The club is receiving applications for membership daily, which are being held in abeyance until the new club house is ready for occupancy, when it is expected that 600 motorists will be admitted to membership. The many parks, and the grand boulevard to Niagara Falls, together with the fact that there are 10 factories in the Bison City, turning out from 4,000 to 5,000 motor vehicles annually, are held to account for the great interest in automobiling in Buffalo.



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An automobile club has recently been formed at Moscow, Russia. It has already 42 members.

The automobile races held in connection with the Worcester County Fair last week were mixed up with horse trots and other events, yet were surprisingly good. A parade around the track, in which over 40 machines took part, preceded the races. Among the participants in this parade, which excited a great deal of interest, were two steam trucks made by the Morgan Motor Truck Company, of Worcester. Below is a summary of the events:

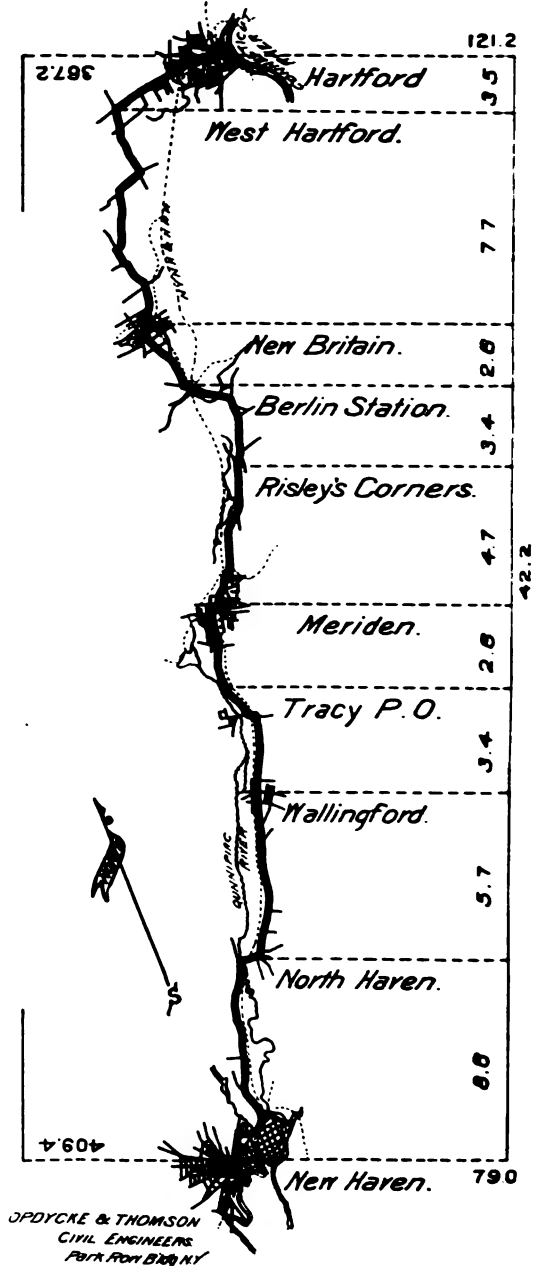
Gasolene carriages of 6 to 8 hp.—
First heat: J. E. Cowan, 6-hp. Knox, first; C. E. Wakefield, 8-hp. Knox, second; John Harrington, 7-hp. Autocar, third. Time, 4.26.
Second heat: Chas. Crompton, 7-hp. U. S. Long-Distance, first; R. G. Bicknell, 6-hp. Knox, second. Time, 7.14½. Final: Cowan first and Crompton second. Time, 4.27.

Steam carriages of 6 hp.—H. L. Johnson and Paul Morgan, both in Whites. Johnson first. Time, 4.01 1/2.

Special Race.—H. L. Johnson, 6-hp. White, and C. S. Hathaway, of East Somerville, in a 6-hp. Stanley. Johnson first. Time, 3.49½.

Motorcycle Race.—Starters, W. A. Roberts Holley, 2¼-hp.; L. Holland, 2¼-hp. auto-bicycle; C. A. Black, 2¼-hp. Lamson; G. D. Hunt, 1¾-hp. Indian. Hunt, first; Black, second. Time, 4.12½.

The events of the second day were as follows. During the afternoon Dr. Roy M. Garfield, with F. C. Dole, of Boston, as passenger, held the lever while his 16-hp. Tonneau touring car went a two-mile exhibition. The time, 5.03, caused several of the crowd to yell "Get a horse." Kenneth A. Skinner, of Boston, with a 5-hp. tricycle, went two miles in 4.17. The fastest mile was covered in 2.04½.



The Paris Automobile Salon

THE rules have now been issued governing this exhibition, which, as already announced, will be held in the Grand Palais, Paris, from December 10 to 25 next, under the auspices of the Automobile Club of France. There will be 6 classes, divided as follows:

Class 1.—Motor cars of every description, motor cycles, and all mechanically-drawn vehicles.

Actual constructors only are admitted to this class, and under no condition will any make other than the exhibitor's be admitted to the respective stands. Agents representing foreign makes will be restricted in this class to exhibiting vehicles of the make which they represent. A special category for heavy wagons will be arranged. Motor boats will not be allowed in this class, but under the class embracing navigation.

Class 2.—Cycles of all constructions.

Class 3.—Materials for construction, tools, and plant, used in the manufacture of automobiles, cycles, etc.

Class 4.—Tires.

Class 5.—Chassis and mechanical parts.

Class 6.—Parts and accessories.

Class 7.—Motors and accumulators.

Class 8.—Commercial automobilism. This class comprises factors dealing in various makes.

Class 9.—Navigation.

Class 10.—Aeronautics.

Class 11.—Various applications of de-naturalized alcohol.

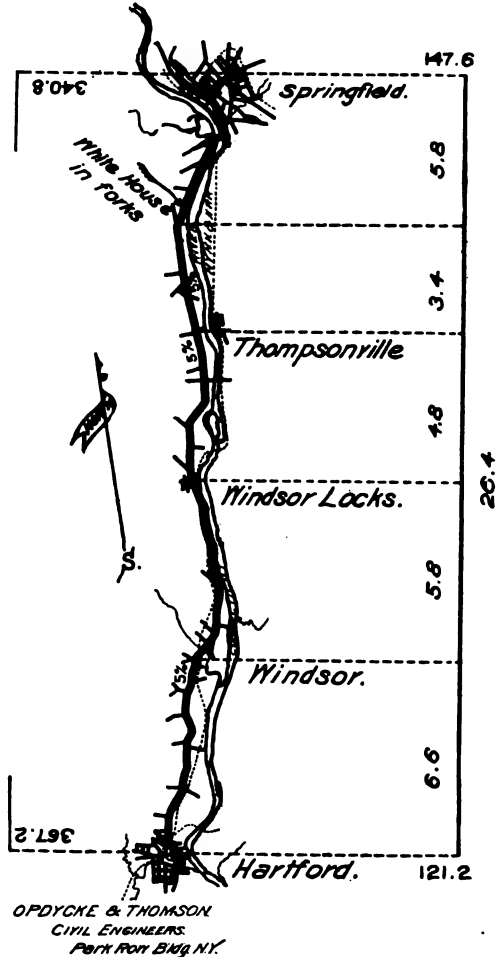
Class 12.—Miscellaneous sports and touring.

Class 13.—Carriage work for automobiles.

Class 14.—Clothing and automobile equipments.

Class 15.—Inventions and miscellaneous appliances.

Class 16.—Literature, photography, publications, etc.

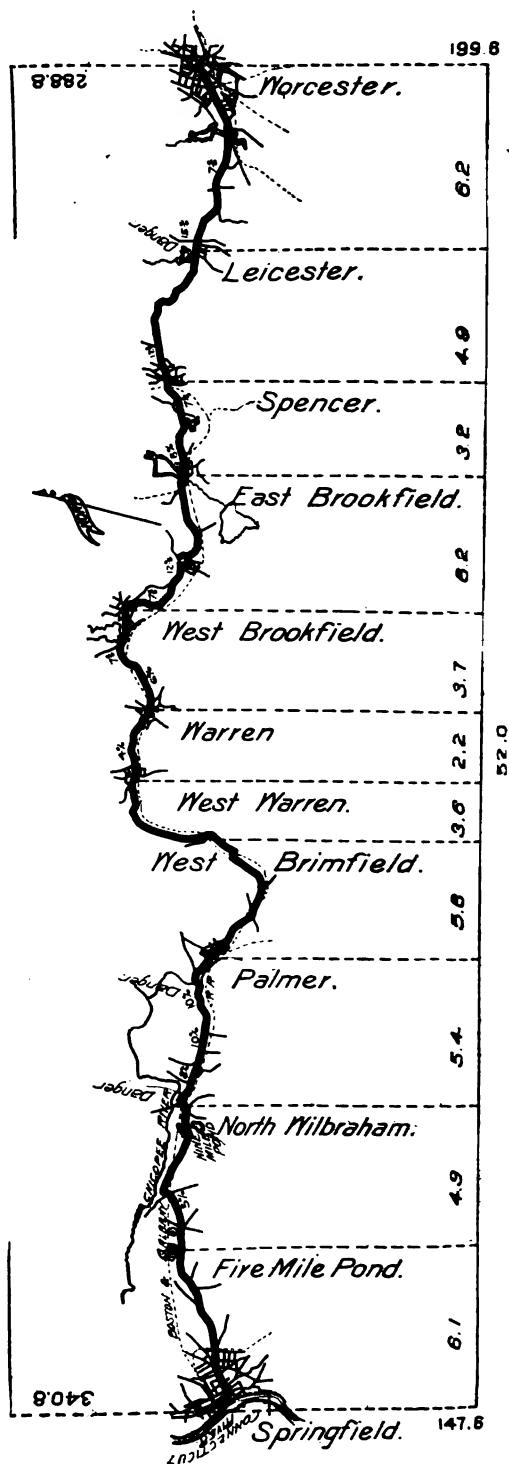


The public entrance charge will be one franc, except on Fridays, when it will be three francs, the committee reserving the right to charge, under certain conditions, five francs. The exhibition will be open from 10 a. m. to 6 p. m.

A maximum space of 100 square meters for each exhibitor in Class 1 will be allowed, and 80 meters for all other classes, the charges being 25 francs per meter in the Grand Hall, which is reserved for Classes 1 and 2; 50 francs per meter being charged for the center stands. All other floor space will be 20 francs per meter, and wall surfaces 15 francs. These prices will include the stand flooring and the cloth, which will be supplied by the executive commission.

The profits will be divided as follows: Sixty-seven per cent. to the Automobile Club de France, Societe d'Encouragement; 13 per cent. to the Chambre Syndicale du Cycle et de l'Automobile; 13 per cent. Chambre Syndicale de l'Automobile; 7 per cent. Syndicat des Fabricants de Cycles.

Application for space must be made to 6 Place de la Concorde, Paris, before October 10; allotments of space will be made on October 20, and applications received after that date will be allotted as received, according to the amount of space then available. In the event of the applications on October 10 exceeding the space available, applicants for more than 20 square meters will have their space reduced *pro rata*. The executive commission take entire charge of the general decorations of the hall, and the floor and cloth employed in connection with the various stands. The usual provisions in regard to light-



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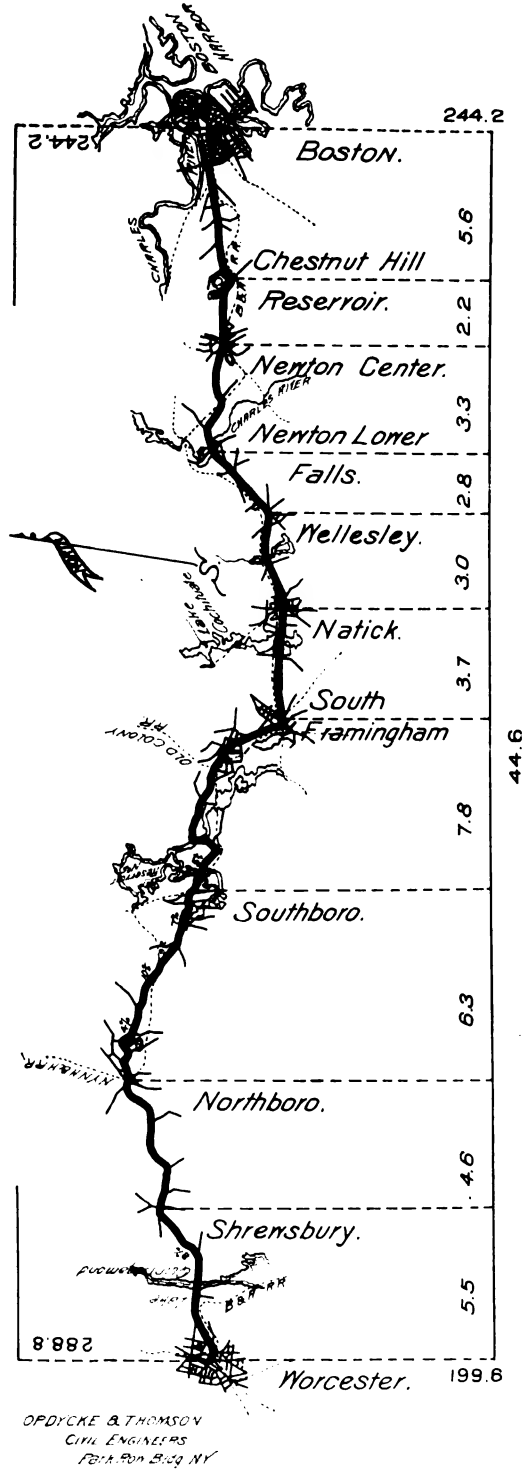
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ing, dimensions of signs and tablets, etc., are set forth.

Diplomas of participation in the exhibition will be issued to every exhibitor besides, and special awards will be offered. The honorary organizing committee comprises Baron Van Zuylen, honorary president; M. F. Gustave Rives, president; and as vice-presidents, MM. the Marquis de Dion, Darzacq, F. M. Richard, and Georges Richard. The organizing committee comprises 14 members, nominated by the Automobile Club de France, including Comte Chasseloup-Laubat, Comte de la Valette, MM. Ballif, G. Forestier, de Knyff, F. Thévin; eight members of the Chambre Syndicale; 11 by the Chambre Syndicale de l'Automobile, these including MM. Gobron, Jeantaud, Krieger, Longuemare, Michelin, Mors, A. Peugeot, and Leon Serpollet; and seven members of the Syndicat des Fabricants. M. Rives is president of the executive committee, M. Ballif, vice-president; the other members being MM. F. M. Richard, Jeantaud, Chapelle, and Hammond.

Mr. and Mrs. Everett W. Little, who have been doing a great deal of automobiling abroad, are among the returning passengers on the Teutonic. They have been touring in France, Germany and Switzerland.

Mr. Fred R. Babcock, a prominent Chicago lawyer, has just completed a 1,500-mile trip in an automobile through New York, New Jersey and the New England States.



Some Useful Don'ts

- Don't use cheap cylinder oil or steam-engine oil in your motor.
- Don't fail to oil your engine every time you run it.
- Don't fail to see that the water is flowing properly when the engine is running.
- Don't allow water to remain in the water jacket around the cylinder while the engine is idle on a cold day.
- Don't allow your carburetor to get filled with dirt.
- Don't let your batteries or induction coil get damp.
- Don't fail to examine the engine occasionally.
- Don't make any changes on the engine or allow a so-called expert to tamper with it.
- Don't blame the engine at once if it does not run; look for the trouble—it may be your fault.
- Don't look for petrol leaks with a lighted lamp or match.

—*Motor Car Journal.*

Trade Notes

[Insertions under this caption 3 cents per word; minimum 50 cents per insertion. Payment must invariably be made in advance—in postage stamps if desired—as no accounts can be opened for this class of advertising.]

IF DESIROUS to sell or exchange your automobile, call or write to R. E. Jarrige, 523 Fifth Avenue, New York City.

WANTED.—By a young man (colored) position as chauffeur on 1902 Winton. J. E. Hicks, Cold Spring Harbor, L. I.

FOR SALE.—25-hp., four cylinder Tonneau Gasmobile, \$2,500. Address Barry & Hayes, 33 East Fifty-eighth Street, New York.

FOR SALE.—A Packard Automobile, Style C Special, 16 horse power, four speeds ahead and two reverse. Apply 317 West Fifty-ninth Street, City.

AUTOMOBILE TOUR. — Government official, just retired from important post in India, after 25 years' experience of that country and its native languages, desires to make a tour through the principal native courts and towns, as well as to the very important Proclamation Ceremony at Delhi, next Christmas, on an electric or kerosene oil driven motor car, the manufacturers or a syndicate to pay actual out of pocket expenses, plus a moderate commission, on cars ordered in India; these should amount to 200 or more; highest references. State proposed commission to Automobilist, c. o. H. S. King & Co., Bankers, 65 Cornhill, London, England.

WE MAKE a specialty of buying and selling second-hand automobiles, and have on hand at all times a supply of reliable carriages; correspondence solicited. Westchester Automobile Co., salesrooms, No. 523 Fifth Avenue; telephone, 6029—38.

1901 WINTON, with 1902 improvements, \$700. Will exchange for Oldsmobile. Dr. Wm. Cahall, Germantown, Penn.

HANDY MAN, fair mechanic, wants position in automobile factory or station. Address B., 272 East Fifteenth Street, Flatbush, Brooklyn, N. Y.

FIRST-CLASS Draughtsman and Designer; automobile work a specialty; is open for engagement. Address Draughtsman, Automobile Topics.

FOR SALE.—Model A Locomobile Touring Car, run less than 100 miles. Will sell at a sacrifice. Price on application. Address P. O. Box 454, New Haven, Conn.

TOURING CARS.—Georges Richard, for immediate delivery; Automotor (2-cylinder) Motor Car, in stock, \$1,800; Knickerbocker (new model Renault type), 8, 10 and 15-hp., single and double cylinders, are now ready for your inspection. Call, write or 'phone, General Motor Car Co., 239 West Fiftieth Street, New York; telephone, 902 Columbus.

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LOCOMOBILE CO., San Francisco, So's Agents for the Pacific Coast.

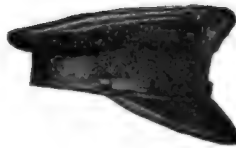


Full Line of
Ladies' Jackets and Long Coats.
Made of the finest French Leather. Stylish and Frenchy.



This French kid
Norfolk Jacket

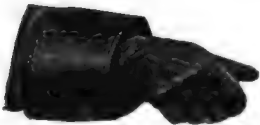
is the most complete and handsomest coat for automobilists' attire, which is the only correct gentlemen's coat in the market.



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feather weight

**Automobile
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of almost any style and description of material and all colors.



Gauntlet in use.



Gauntlet as it is.

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None genuine without a label inside of cuff.

Anyone selling our Gauntlet without our label will be prosecuted according to law.

**OUR PATENTED
AUTOMOBILE GAUNTLET**

is a new idea. Has proven a great comfort by fitting closely around wrist, excluding dust, rain and draughts, as well as protecting the coat sleeve, and has a stylish appearance. Made in fine Mexican kid, black or tan.



This Gauntlet Glove can be had either in black or russet leather.

We are the only house which carry a complete assortment of imported

**Automobile Eye
Protectors**

of every description.

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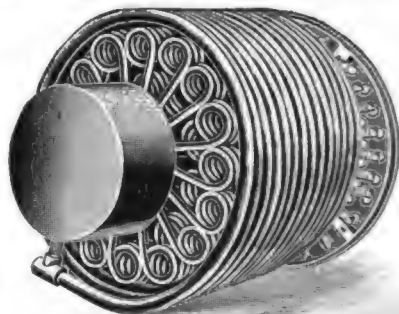
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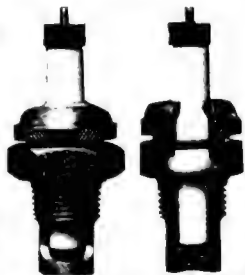
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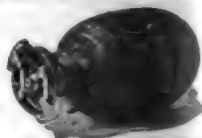
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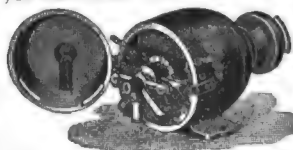


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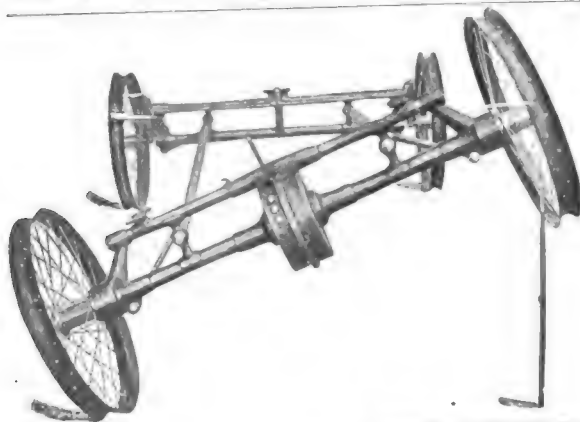


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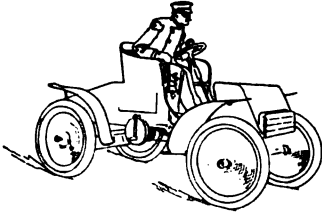
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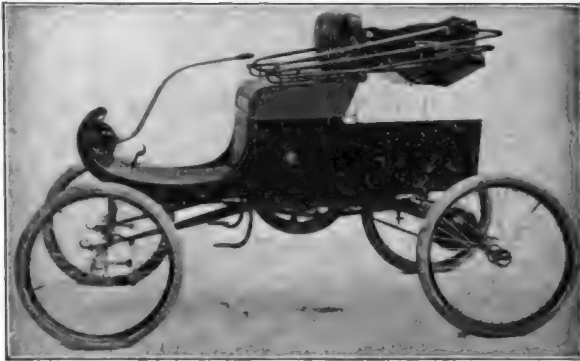
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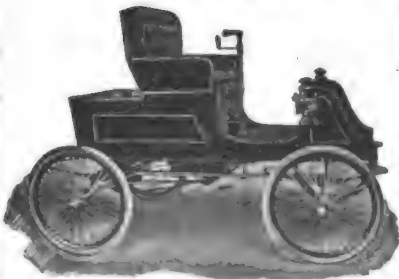
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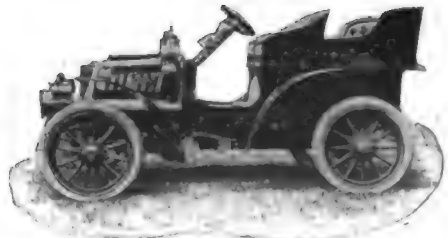
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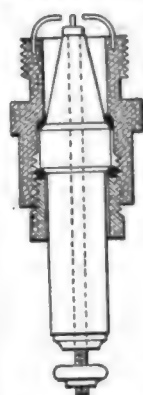
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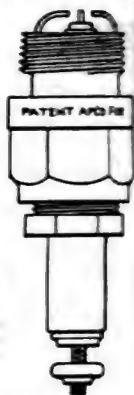


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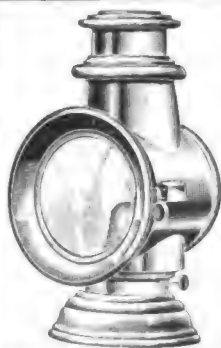
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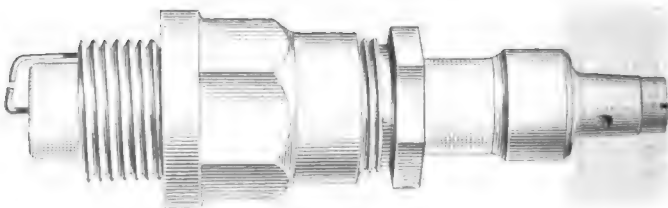
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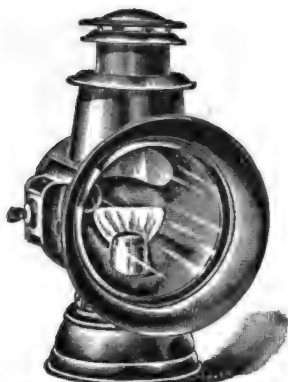
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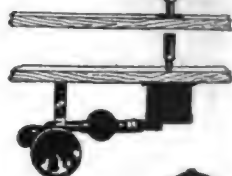


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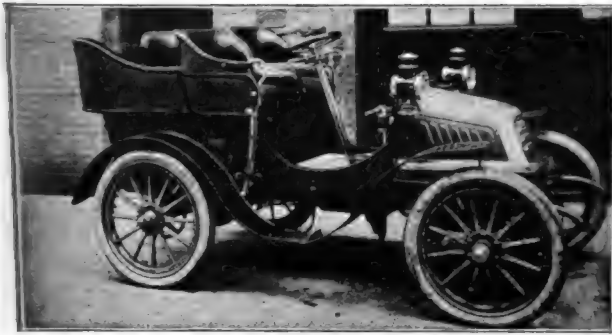
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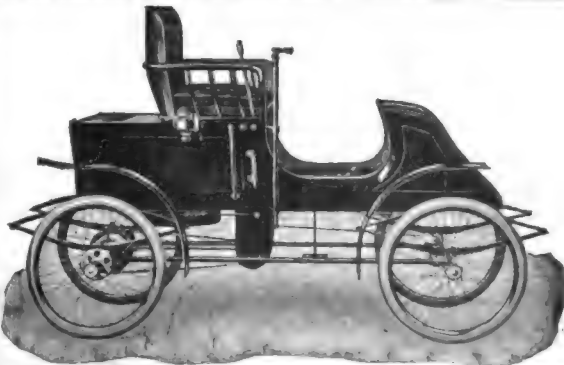
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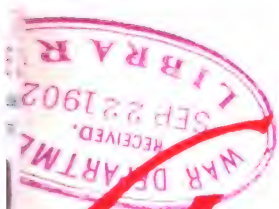
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Automobile Topics

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Vol. IV.

NEW YORK, SEPTEMBER 20, 1902.

No. 23



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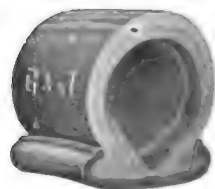
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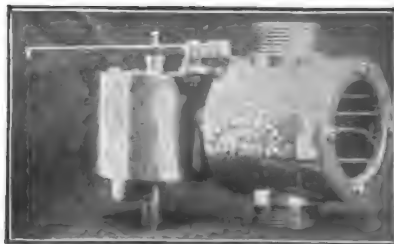
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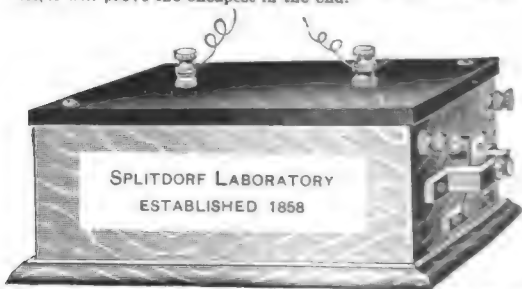
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Automobile Topics

Illustrated

VOL. IV.

SEPTEMBER 20, 1902.

NO. 23

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AUTOMOBILE TOPICS FOR SALE ON ALL NEWS STANDS

Agency for Foreign Subscriptions:

INTERNATIONAL NEWS COMPANY

Breams Buildings, Chancery Lane, London, E. C.

Stephan Strasse, No. 18, Leipzig.

PRICE, 10 CENTS A NUMBER; \$4.00 A YEAR.

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Automobile Topics

Illustrated.

VOL. IV.

SEPTEMBER 20, 1902.

No. 23

Cleveland A. C. Races

A SPLENDID program, an excellent track, the pick of the talent and faultless weather combined to make the Cleveland Club's contest at Glenville Driving Park on Tuesday last a red letter day in the annals of American automobile sport. For the management of the affair nothing but congratulation was to be heard at its close and every word of praise was well deserved.

Ten events with prizes for the successful contestants aggregating in value \$1,000 were on the card. For the various contests there were no less than seventy-four entries, an average of over seven for each race. This fact alone speaks volumes for the popularity of the event and explains the keen interest which brought such a big crowd together on what is hardly a racing holiday (Tuesday). Furthermore the prospect of sensational contests where such names as Winton, Harkness, Shanks, Mooers and Owens appeared together added to the attraction of the day and gave promise of a glorious afternoon of sport. The promise was verified.

A magnificent performance of an American-built vehicle, driven by an American, beating the finest European-made vehicle ever imported to this country by one mile in 10; new track records for every mile up to 10 miles; a phenomenal speed of 1.02¼ for a single mile twice repeated; and an average of 1.05 for every mile in 10—these were some of the feats which over 10,000 people witnessed, and cheered to the echo, on the Glenville track last Tuesday.

The track was turned over to the Cleveland Club on Monday and no time was lost in putting it into shape, banking up the sharp curves to minimize the dangers of the morrow's swift circuits. By Monday night everything was in readiness, but this did not prevent the club having an abundance of heavy rollers, sprinklers and other necessary adjuncts in attendance Tuesday morning before the contestants needed the track for preliminary speed trials. Utmost precautions were taken by the racing committee, Messrs. C. B. Shanks, George Collister and Windsor T. White, in the way of examination of the credentials of the various machines entered, so as to prevent an awkward contretemps such as the objection

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to the Cannon machine at Brighton Beach. The inclusion of the Baker "Torpedo" as an attraction—but not as a competitor in a race—gave rise to some misgiving, which called forth the following statement over Mr. Baker's signature:

"From inquiries received from various parts of the country and from friends in this immediate vicinity as well, it is conclusive that the impression prevails that Mr. W. C. Baker is to race his electric 'Torpedo' in competition with the large gasoline racing machine on the track at Glenville on Tuesday next. We therefore feel it a duty incumbent upon us to repeat what we have before stated that the Baker 'Torpedo' so called, was designed and constructed by Mr. Baker to demonstrate great results from little power upon a straightaway course, and was never intended for the track.

"We, however, have agreed with the management of the automobile races to be held on Tuesday next that we will place the Baker racer upon that track that all may have an opportunity to see it, to note its fine construction and noiseless running. It will be sent a fast mile, as fast as is safe to round the curves.

"We will explain that the total weight of the Baker racing machine, including occupants, is 3,500 pounds, a weight at least 50 per cent. greater than most of the high power gasoline racers, while in the matter of power, the motor of the Baker racer is $7\frac{1}{2}$ -hp., while the engines of the larger gasoline types range from 40-hp. to 75-hp. It is morally impossible for any high speed racer to negotiate the turns of any regular circular horse track at full speed; hence it is obvious that the power must be shut off at the turns, and the highest possible speed be made on the stretches or longer sides of the track. Therefore, as soon as the machine is around the turns, the speed must accelerate with a jump, so to speak, as the time and distance on the stretches is short. With engines of great horse power this is possible, while with our racer and its 50 per cent. additional weight with power equipment one-fifth of the horse power of the gasoline racers, it would be impossible to accelerate to a high speed in such a manner. The speed of the Baker racer must be more nearly constant; that is, we would have to make turns nearly as fast as we did the stretches, a danger we would not assume. In other words, our machine was intended for straight speed, and it would be easier for us to demonstrate a rate of 100 to 120 miles per hour in a straightaway mile than to attempt to secure a mile a minute rate on any horse track.

"We are confident the race meet will prove very interesting. We hope our friends will attend, but we prefer in justice to ourselves to print this statement now rather than to make explanations at a later date."

Expectation was on keen edge when the crowds began to gather at the Driving Park on Tuesday. The sign "Sold Out," prominently displayed at the box office, bespoke the enormous attendance, and long before the races began the crowd which filled the betting ring, grand stand, and crowded around the fence, was big enough to do credit to one of the great trotting events which have made the course famous. Chicago, Detroit, Toledo, Buffalo and Columbus all contributed their quota to the big throng. Among the visitors from Chicago were noticed Mr. and Mrs. J. F. Palmer, Dr. and Mrs. A. H. Brumberck, Mr. and Mrs. C. H. Tucker, Prof. and Mrs. Leonard Keating of New York, Mr. and Mrs. W. W. Morrison, Mr. and Mrs. G. E. Willart, Miss Mabel Mitchell, Mr. and Mrs. Ray Hancock, Miss Freschel, all of whom came on Winton touring

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cars from Chicago. From Detroit came W. E. Wetzeer, P. L. Hurzey, Wm. Perrett, Walter Perrett, Russell Alger, Jr., Karl Evans and wife. The Buffalo contingent included Miss Ethel Hollister, Evan Hollister, Mr. and Mrs. W. J. Connors, Miss Jordan, F. Budd, Dr. T. J. Martin, Ellicot Evans, and J. B. Jaynes.

The stewards were: C. B. Shanks, W. T. White and Geo. Collister. Judges, Russell A. Alger, Jr., Detroit, Mich.; E. Shriver Reese, F. L. Sholes and E. Ward Foot, Cleveland. Timers, C. A. Otis, Jr., J. H. Collister, Addison Hough, N. A.



PRES. SHRIVER REESE, CLEVELAND AUTO. CLUB, IN HIS NEW LOCOMOBILE.

Quilling, H. K. Devereux, F. L. Chamberlin. Referee, W. E. Metzger, Detroit, Mich. Clerk of course, W. M. Perrett. Assistant clerk, James Josephi, Cleveland. Scorer, W. A. Skinkle, Cleveland. Starter, George Collister.

The program was as follows:

- No. 1. Five-mile steam race. All weights.
- No. 2. Five miles. Gasolene vehicles, 1,000 pounds and under.
- No. 3. Five miles. Gasolene vehicles, 2,000 pounds and under.
- No. 4. Two miles. Electrics, all weights.
- No. 5. Ten-mile handicap for winners and seconds in preceding events.
- No. 6. Twenty-five mile race. Open to all classes and weights.
- No. 7. Australian pursuit race. Limit 20 minutes.
- No. 8. Ten-mile handicap. Open to the field.
- No. 9. Obstacle race, 200 yards. Open to all.
- No. 10. One-mile time trials.

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The two first events, five-mile races for steam gasoline under 1,000 pounds, were well received, though in each case the result was a foregone conclusion before the race was half over. For the third race, five miles, for gasoline vehicles under 2,000 pounds, there were five starters, all cracker-jack machines, prominent among them being the big Mercedes driven by Harry S. Harkness. The fame of this machine had preceded it from Brighton Beach, and when he turned into the course to take his place at the starter's stand, he was enthusiastically received. L. P. Mooers, in his yellow Peerless, received a friendly reception at the hands of the crowd, the cheers being accentuated when Charlie Shanks, in



L. P. MOOERS IN HIS PEERLESS SIMPLEX.

the Winton Pup, appeared in line. The other contestants were Percy Owen, in his Winton, and John Farson, Jr., of Chicago, who also rode a Winton. Shanks, in Winton's Pup, set the pace, with Harkness close up, and the rest back an eighth, at the first mile. The Pup, the first mile, took the turns best, Shanks showing splendid skill. Harkness darted ahead at the tape on the second mile, and continued in the lead, doing wide miles all the way. At $2\frac{1}{2}$ miles Harkness led all but the Pup by half a mile. Harkness won by half a furlong from Shanks, with the others nowhere.

After the race, however, the Mercedes machine was found to weigh 2,200 pounds, and Harkness was disqualified, the race going to C. B. Shanks.

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For the fourth event, Rollin White did a five-mile exhibition in the White in 6.43 1-5, breaking the record for steam vehicles.

The fifth race (number four on the card) was a three-mile for electrics, in which there were four starters, the winner being Walter Baker, of Cleveland; time, 5.54 3/4. Following this event, J. H. Hartley, of Cleveland, did an exhibition mile on a tricycle in 1.33. This was followed by an exhibition mile by the Baker machine, but no effort was made to speed the vehicle, the exhibition being made simply to give the public an opportunity to see the machine in operation.

In the 10-mile handicap for firsts and seconds in the first four races, Shanks was scratch man, and the others had the following handicaps: Owen, 1.30; Wright, 4.00; Dickson, 6.00; White, 2.00; Moore, 5.00.



H. S. HARKNESS IN HIS 40 HP. MERCEDES.

Moore and Owen did not start. Dickson covered three-fourths of a mile before Wright started. At White's start the leader was 1 3/4 miles away, and at Shanks' start Dickson had covered 2 3/4 miles and White 1 1/8.

Shanks caught White at 1 1/2 miles, but White still led by a mile. White hugged close, but on the fifth mile Shanks let out and began to overhaul White, but to no purpose. On the ninth mile Shanks' tire went wrong, and he had to stop. White won by half a mile. Owen was second. White's time, 14.59 1/2.

The star event of the day was the 10-mile race, open to all, in which three contestants faced the starter. These were Alex Winton, in his Winton Bullet, L. P. Mooers in his Peerless Simplex, and H. L. Harkness in his Mercedes.

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In this battle of giants the keenest interest was felt, as Harkness' unforeseen disqualification elicited considerable friendly sympathy from the crowd, notwithstanding that his rivals were both Cleveland men. From the word "Go" it was an even thing which of the big machines would get warmed up first. The pace for the first mile, 1.20, was by no means record-breaking, but at its close it was evident that Winton had already got the race well in hand. Slowly widening the gap between the Bullet and the Mercedes, Winton crawled ahead quicker and quicker at every turn of the oval-shaped track. The pace of the second mile was furious indeed, 1.03, and as the big machine sailed past the judges' stand



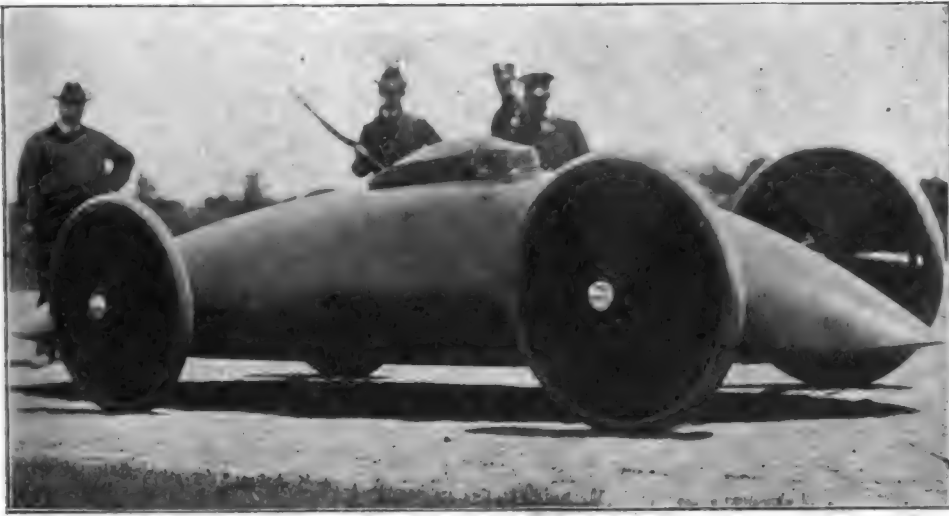
PERCY OWEN IN HIS 15 HP. WINTON.

a hundred stop-watches checked the time, while a thousand voices gave expression to the hope that he might cut off even those three seconds above the minute mark. Another quarter second was shaved off the third lap, and still the Winton appeared to be gaining speed. The fifth mile showed 5.31¼, a brilliant feat, considering the loss in the first mile. From this on, there were only two contestants in the race, Winton and time. Harkness still stuck manfully to his gait, spinning ahead in a fashion that would have seemed invincible—if Winton had not been nearly half a lap ahead. The second five miles of the race were done

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in $5.18\frac{3}{4}$, an average of $1.03\frac{3}{4}$, the whole distance being covered in 10.50, or an average of 1.05, a record-breaking performance, eclipsing Winton's previous record of 11.09 by nearly 20 seconds.

After the big race there was no little curiosity to witness the Australian pursuit race, for which young Harkness, game to the finish, again ventured to try conclusions with Alex Winton and his Bullet. There was no preliminary easy mile in this race. It was a question of racing from the very start, as the Bullet's first mile record of $1.02\frac{3}{4}$ plainly showed. But it was no less apparent that it was merely a question of time before the Winton would swallow up the gap that divided him from the Mercedes. This he did at the end of the fifth mile,



THE BAKER ELECTRIC CAR.

thus practically demonstrating that the relative form shown by the two machines in the 10-mile race, where Winton exactly lapped his competitor at the end of the last mile, was correct.

Following is the summary of results:

Five miles, steam, all weights; silver cup.—Rollin H. White, Cleveland (White), first; John McDonald, Geneva (Geneva), second; L. E. Hoffman, Cleveland (Hoffman), third. Time by miles, $1.48\frac{1}{2}$, 4.02, $6.18\frac{3}{4}$, $7.55\frac{1}{2}$, $9.53\frac{1}{2}$.

Five miles, gasoline, 1,000 pounds and under; silver cup.—H. S. Moore, Cleveland (Elmore), first; J. D. Dickson, Cleveland (Cleveland), second; George W. Dunham, Cleveland (American), third. Time by miles, $2.26\frac{3}{4}$, $4.03\frac{3}{4}$, $6.51\frac{1}{2}$, $9.04\frac{3}{4}$, $11.19\frac{1}{2}$.

Five miles, gasoline, 2,000 pounds and under; silver cup.—H. S. Harkness, New York (Mercedes), first; C. B. Shanks, Cleveland (Winton), second; Percy Owen, New York (Winton), third. Time by miles, $1.24\frac{1}{2}$, $2.42\frac{1}{2}$, $3.58\frac{1}{4}$, $5.13\frac{3}{4}$,

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6.32 $\frac{3}{4}$. Former track record, 6.42, by F. A. Roche (Darracq), Brighton Beach, August 23. (Harkness afterwards disqualified for overweight; race awarded to Shanks.)

Three miles, electric, all weights; silver cup.—Walter Baker, Cleveland (Baker), first; W. M. Wright, Cleveland (Waverley), second; C. E. Denzer, Cleveland (Baker), third. Time by miles, 2.08 $\frac{1}{4}$, 4.03, 5.54 $\frac{3}{4}$.

Ten-mile handicap for winners and seconds in preceding races 1, 2, 3 and 4; silver cup.—Rollin H. White, Cleveland (White), first; Percy Owen, New York (Winton), second. Time, 14.59 $\frac{1}{2}$.

Ten miles, open.—Alexander Winton, Cleveland (Winton), first; H. S. Harkness, New York (Mercedes), second; L. P. Mooers, Cleveland (Peerless),



GEORGE L. WEISS OF CLEVELAND, IN HIS NEW PACKARD.

third. Time, 10.50. Former record, 11.09, by Alexander Winton, Detroit, October 24, 1901.

Australian pursuit.—Alex. Winton, Cleveland (Winton Bullet), first; H. S. Harkness, New York (Mercedes), second. No time given. In the second mile Winton covered the mile in 1.02 $\frac{1}{4}$. Former record, 1.06 2-5, by Alex. Winton, Detroit, October 24, 1901.

Ten-mile handicap.—Percy Owen, New York (Winton), first; Paul Deming, Cleveland (White), second. Time, 13.34.

Two-hundred-yards obstacle race.—R. H. Gilbert, Cleveland (Locomobile), first; Walter Baker, Cleveland (Baker), second. Time, 49s.

Special race, five miles, to beat 6.44.—Rollin H. White, Cleveland (White), won. Time by miles, 1.24 $\frac{1}{4}$, 2.44 $\frac{1}{2}$, 4.03 $\frac{3}{4}$, 5.22 $\frac{1}{2}$, 6.43.

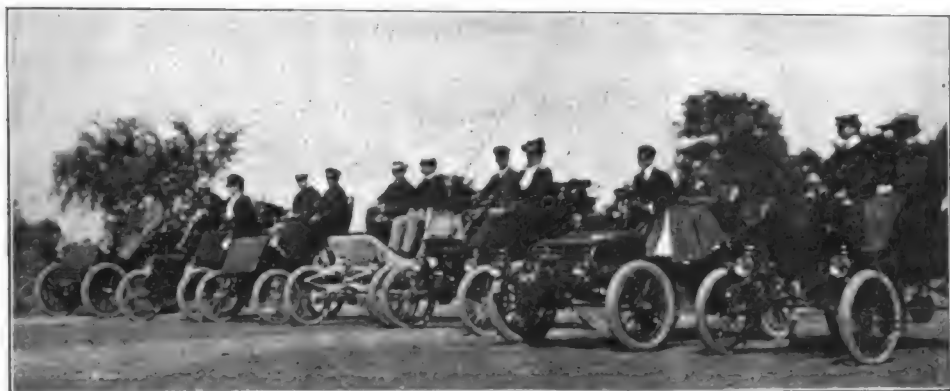
Ten thousand persons witnessed the contests.

Automobile Club Election

TO the Editor, *Automobile Topics*:—The approaching annual election of officers of the Automobile Club of America suggests to me a few considerations, which I desire to lay before my fellow members through the medium of your valued paper.

During the first year of Mr. Shattuck's administration as president of the club, everything was as satisfactory as could be wished. The absence of criticism of any kind was assurance of the contentment of members as to the way the affairs of the club were being conducted. But during his second term as president all this was changed. Not only has criticism become frequent, but in my opinion, and in the opinion of many others, it has been deserved. The magnificent esprit de corps which formerly prevailed has given place to silent indifference, or to ill-concealed expressions of dissatisfaction and murmurs of an autocracy. The explanation of this is not difficult to discern.

As we all know, and are free to admit, Mr. Shattuck is one of the best work-



CLEVELAND AUTOMOBILE CLUB—READY FOR A RUN TO AVON.

ers for the club the club has ever had. In acknowledgment of this he was unanimously re-elected to its presidency. But, unfortunately, in emphasizing its confidence in him, the club made one fundamental mistake, of taking it for granted that he was the only worker the club had, and so voluntarily surrendered absolute control of its affairs to his charge. The former rule of the vice-president acting as chairman of the board of governors, which worked so well during Mr. Shattuck's first term, did not coincide with his own views as to the prerogatives of the presidency, hence, you will remember, an amendment was proposed, at his suggestion, transferring this chairmanship of the board to the presidency. In the flush of confidence which marked his second election, this amendment to the constitution was adopted with a rush, and the result was that Mr. Shattuck, instead of being merely re-elected as president of the club, was practically created its dictator. Not only does he now control the board itself, but having, further, the naming of all committees and an active voice in their deliberations,

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he has come to be considered as the "whole thing" in every committee itself. Is it to be wondered at, therefore, that committee members, finding their usefulness purely nominal, or, at best, merely mechanical, as an indorsement of Mr. Shattuck's own personal views, should have, little by little, abstained from taking a hand in the affairs of the club.

Two instances I will mention which illustrate how the club management has developed into a "one-man power" within the past year. When Mr. Shattuck went to Albany to look after the interests of automobilists during the last session of the legislature, it was hoped that he would succeed in gaining certain concessions from the terms of the speed bill then under discussion. Just how far he failed in this object the imprisonment clause in the Cocks act is a standing evidence. Would the law committee of the club, assisted by a dozen good representative men, have allowed such an infamous clause as this to have gone through?

Again, at the Staten Island races, it is an open secret that the president interfered with the racing committee to an intolerable extent. It may not have been entirely due to him that the course selected was not the best and straightest to be found on the island, nor that machines were not examined before entering into competition; but a little less dictatorship, and freer discussion, would certainly have made the responsibility more evenly distributed, if not, possibly, prevented some of the mistakes that were made.

However, all that is ancient history, and I only refer to it now in order to prevent history repeating itself. The future is now more important.

What the A. C. A. most needs is a man who recognizes the obligation to his fellow members which the office of the presidency carries with it. The charter and constitution of the club makes for good government, and there is certainly material among its membership—comprising the best the country offers in the way of intelligence, wealth and progressiveness—from which such a government may be formed.

Let us first begin by correcting the mistake made last year, and revoke the amendment which created the president also chairman of the board. The former rule worked well, while the amendment has proved a failure. Then to find the right men for the right places.

For president, two names suggest themselves, W. K. Vanderbilt, Jr., or Albert C. Bostwick. Mr. Vanderbilt has proved his title to the prominence which his name assures, and as the head of such an institution would undoubtedly add luster to the cause of automobiling in this country. Mr. Bostwick has done a great deal for the club, is young and energetic, an expert at the business, and absolutely fair-minded. He would make an admirable president.

For vice-president the club should certainly have the most active, energetic and determined man to be found. Such a man is Winthrop E. Scarritt, the president of the A. A. A. We all know Mr. Scarritt to be an eternal kicker, and admire him for it. And if there is one thing the A. C. A. wants just now it is a good kicker, and one who knows how and when to kick. Mr. Scarritt does.

For treasurer I would suggest Mr. Harlan Whipple.

As members of the board of governors, the names of Col. John Jacob Astor,

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Mr. Whitney Lyon (founder of the club), and Mr. Shattuck, the retiring president, ought to satisfy everybody. A further suggestion I would make is that the automobile industry should not be excluded from the councils of the club, as the matured judgment of the manufacturer must be of great value not only to the club itself, but the progress of automobiling at large.

I trust, in conclusion, that the length of this letter may not be considered as too much of a trespass on your valued space, and that you may publish it in its entirety. As *Automobile Topics* is read by every member of the club, I know of no better means of bringing my views before them. Meantime, for obvious reasons, I must request that my identity be not disclosed; hence I enclose my card, and remain,

Yours truly,

A MEMBER OF THE A. C. A.

New York, September 13, 1902.

[The points raised by our correspondent are considered editorially on another page of this issue.—Ed. A. T.]

The Automobile in Europe and America.

IF I have been asked once in the last two days "What is the relative position of the automobile in France, England, Germany and Belgium to the automobile in the United States?" I have been asked the question twenty times. In order to ascertain what is being done in Paris, London, Berlin and Brussels, I spent considerable time making a careful study of the situation in these centers. It was my aim to examine the subject from two points of view. First, I wished to find out the plans and ambitions of the principal builders of motor vehicles in the countries I visited, with the design of paying special attention to any new matters of merit either as to complete vehicles, or to such special devices as might be brought to my attention. Secondly, it struck me that a careful analysis of the European automobile situation from the economic point of view might prove to be not uninteresting.

As a general proposition everything new and of note which has so far appeared this year in European motor vehicle circles has already been described in the pages of *Automobile Topics*.

The automobile is stronger, and more firmly established in the United States than it is in any country of Europe. The foundation of the industry, as established by the pioneers in the American automobile field, is of a more substantial and healthy character than that enjoyed by any other national automobile industry in the world. Our cars have been produced by men who realized that they must go on with their work where others left off. As a consequence, we now have automobiles made in the United States which embody every recognized feature of value in automobile construction.

Economically we are on the right track, and far in advance of any of our competitors. We made the mistake in the past of too much experimenting, and too little actual building, but it is a pleasure to know that we have not been alone in this error. Again further comfort is given us by the fact that whereas we, with our

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characteristic American energy have set out in almost every case to build vehicles of a definite type on as large a scale as the capital of our respective entrepreneurs will permit, the foreigners are still in the great majority of cases never building two cars exactly alike in all detail. The factory system of the United States is again proving its superiority to any other in the world.

We have built from the ground up in the cases of almost every one of our manufacturing companies, considered individually, and we certainly have done so when the American industry is looked upon as a whole. Our house is erected on a firm foundation. We have struggled to develop the popular priced car, and that we have done so is attested by the large numbers of Locomobiles and Oldsmobiles seen on the streets of the capital cities of Europe. Though much younger as an industry than any of our competitors we have provided ourselves with a source of strength in these cars which will serve as a basis for greater things in the future.

American cars of the electric type lead that system of automobiles throughout the world. Our vehicles of the popular price runabout design are rapidly ousting every competitor from their path to a monopoly gained by merit. Medium priced vehicles made in the United States, such as those selling for any figure from \$1,500 to \$2,500, compare more than favorably with the foreign product.

In the event of bad business conditions, the American industry could more safely weather the storm than could any of its competitors. That we will lead the world in the manufacture of motor vehicles before the next five years are passed is my firm belief.

WILLIAM H. MAXWELL, JR.

First Knock-Out of the Cocks Law

ON September 5 young Gerald May, son of Colonel Henry May, of Washington, D. C., was arrested on West Neck lane in Southampton, L. I., by anti-automobile detectives. Young May, who is a lad of fifteen, was driving Colonel May's new Winton, and his sister was at his side. The automobile was going at the rate of six or seven miles an hour and so slowly that Miss May was talking to Miss Edgar and Mr. Williams, who followed closely, their horse being driven at a jog trot. The arrest took place a short distance from Colonel May's gateway, the detectives being concealed behind a hedge, where they had been lying in wait for some three hours. One of these men was a deputy sheriff who had been sent from Islip by the District Attorney of Suffolk County, and the other was a village upholsterer named Kramp.

Young May and his sister were taken before Justice Foster, and the accused was held in \$200 bail for trial on the following Wednesday, September 10. On the adjourned day the case came on for trial before Justice of the Peace Foster sitting as a Court of Special Sessions. District Attorney Livingston Smith, of Suffolk County, appeared for the prosecution, having traveled over a hundred miles to conduct the case. Colonel Franklin Bartlett, of New York City, appeared as counsel for the defendant.

On motion of Colonel Bartlett the detective Kramp was excluded from the courtroom while the deputy sheriff testified. It developed in the course of the cross-examination of Deputy Sheriff Call that upon his arrival in Southampton

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he reported to an attorney named McLelland at the Griffing House, and that this attorney gave the officer the names of various residents and visitors who owned automobiles. The upholsterer was next examined, and the District Attorney, about four o'clock, rested his case.

Colonel Bartlett thereupon moved to dismiss the complaint and discharge the defendant on the following grounds:

First.—That the amendment to the Penal Code passed by the Legislature in 1902, and now forming Section 656 of the Penal Code is unconstitutional and void because it deprives persons of their liberty, without due process of law, and is, therefore, in contravention of the Bill of Rights found in the State Constitution; that this amendment to the Penal Code unfairly discriminates against certain citizens and is unreasonable because it makes the incorporation of a village the test of criminal liability, instead of making the built-up condition of the locality the test.

Colonel Bartlett illustrated this point by calling the attention of the court to



BOSTON AUTOMOBILE CLUB ON PARADE.

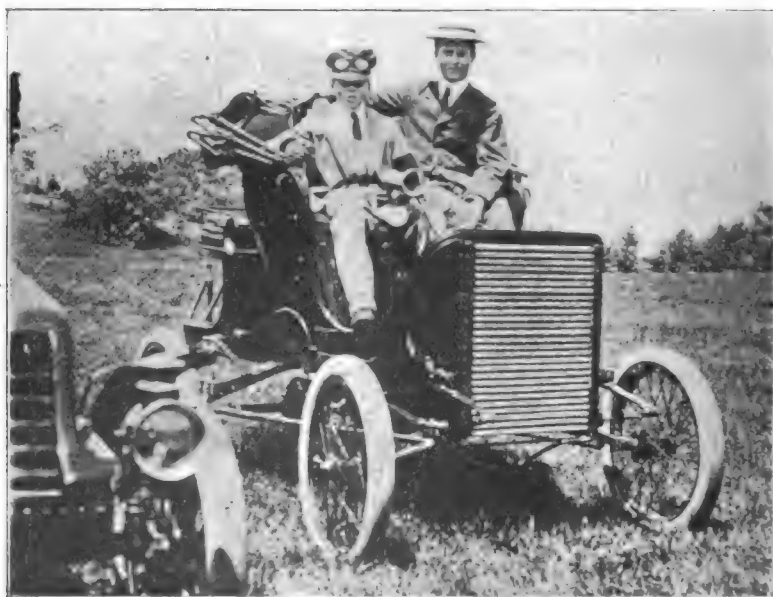
the fact that many unincorporated villages are much larger and more thickly settled than other villages which are incorporated.

Second.—The next ground urged for the discharge of the defendant was that the new section of the Penal Code directed against automobiles is nugatory and invalid because it deprives or seeks to deprive citizens and other persons of civil rights existing by virtue of a provision of statute at the time the new penal section took effect. Section 720 of the Penal Code says that "The provisions of

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this code are not to be deemed to affect any civil rights or remedies *existing* at the time when this code takes effect, *by virtue* of the common law or of any *provision of statute.*"

In the spring of 1902, when this Penal Code amendment was passed, automobilists had certain civil rights then assured to them by the provisions of Chapter 531 of the Laws of 1901, the "Automobile Act." The law of 1901, in Section 167, gives a person driving an automobile the right to drive at a reasonable and proper speed, while in Section 163 it prohibits the passage of any ordinance, rule or regulation requiring an automobile to travel at a slower rate of speed than eight miles per hour within the built-up portions of a village or at a slower speed than fifteen miles per hour where the portions are not built up.



NORMAN PRINCE (15), BOSTON'S YOUNGEST CLUB MEMBER.

Third.—The next ground urged by Mr. Bartlett was that *no infraction of the law could be claimed to have been committed until the unit of measure had elapsed or was exhausted*; that as the amendment forbids driving an automobile "at a greater rate of speed than eight miles per hour," the unit of measure is the hour, and *until the automobile has been driven the full hour, it is impossible to say whether the law has been violated or not*; in other words, that the unit of measure is too large and, therefore, mathematically the ratio obtained cannot be accurate or exact; that it was, therefore, impossible to say that the automobile would have gone faster than eight miles per hour, if only fifteen seconds were consumed in the timing.

The fourth and last ground of the motion then stated by Colonel Bartlett

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was that the District Attorney of Suffolk County had failed in his proof because he had omitted to show that the village of Southampton is an *incorporated* village, and that if the village were not incorporated, no offense had been committed.

The District Attorney in answer told the court that it should not decide the constitutional point adversely to the prosecution, but was bound, sitting as a court of first instance, to assume that the act was constitutional, and in answer to the last point the court should take judicial cognizance of the incorporation of the village.

In reply, Colonel Bartlett said that he did not expect the court to decide in his favor on the constitutional ground, but that he insisted that the court should not overlook or disregard the failure to show the essential fact of incorporation, if the village were incorporated; that if the village had been incorporated under a



LEONARD AHL, BOSTON, IN HIS PET WINTON MACHINE.

special act of the Legislature, even then it would be necessary to produce the statute, and that if it were incorporated, as claimed, under the general Village Incorporation Act, a certified copy of the Articles of Incorporation must be put in evidence; that even though the Judge might think, as a citizen or layman, that the village had been incorporated, the court could not take judicial cognizance of such an alleged fact without legal proof thereof; that this was not the case of an ordinary civil action, where a municipal corporation was plaintiff or defendant and the court, by statutory provision, could take judicial cognizance of the existence of the municipality, but it was a criminal case in which it was sought to convict a lad of a crime, and to punish him, and that the whole proceeding was, therefore, a matter *stricti juris*, where nothing could be assumed or presumed against the accused; that wherever the crime depends on the *situs* or the character of the place where it is alleged to have been committed, there must be proof bring-

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ing the theater of the offense within the language of the statute, just as it is necessary in reference to piracy to show that the crime was committed on the high seas.

The court granted Colonel Bartlett's motion and discharged the defendant on the last point raised, holding that the District Attorney had failed to show that the offense charged had been committed in an incorporated village.

Upon the announcement of the decision the many auditors present in the crowded courtroom broke forth in applause, and gathered around the accused and his counsel, offering their sincere congratulations.

The Automobile in Society

THE early departure of Mr. and Mrs. W. K. Vanderbilt, Jr., from Newport has been magnified by the daily press into an act of retaliation on their part for the officiousness of the Newport authorities in the way of interfering with automobiling. The suggestion is probably as well founded as the one which emanated from the society Boswells of Newport a week or two ago anent Mr. Vanderbilt's intention to forsake automobiling altogether.

The Duchess of Marlborough has purchased an electric victoria from the Newport agency of the Electric Vehicle Company, of Hartford, Conn. The vehicle is of the regular Columbia Victoria type and was shipped last week to the ducal residence at Blenheim, England. Her Grace will be her own chauffeur in running it over the roads in the vicinity of Blenheim Palace.

The Duke of Marlborough, who has taken up automobiling, believes in keeping the machine under his own control, even though he is not driving himself. To accomplish this result the Duke has fitted his 15-hp. Mors with an ingenious arrangement, designed by himself, which takes the form of an indicator on the dashboard similar to the telegraph used on board ship. On the dial are directions to stop, go on, turn to the left or right, go slower or faster, turn right around, etc. By means of an electric button the Duke, serenely seated in the shelter of the limousine body, is able to direct the driver without exposing the occupants of the automobile to the weather.

Miss Helen Gould had some interesting experiences on her recent automobile trip. As a means of overcoming the fright of horses encountered on the road, she instructed her chauffeur to alight and throw a blanket over the horse's head until the machine passed. At Prattsville the automobile party met George Polkinghorne driving a spirited horse. When the chauffeur attempted the blinding process the animal objected and undertook to settle matters with the automobile itself horse fashion. Before any damage had been done, however, the chauffeur and blanket had obtained the mastery and the automobile passed with apologies from its occupant to the horse's driver.

Admiral Robley D. Evans, whose joking propensities are proverbial, has recently got off a good one on the automobile. The Admiral was taking a spin in a

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hired automobile, and as he sped along the thought came to him that he might well own a machine. So he began chatting to the chauffeur, giving his opinion of the gasolene, the air, the electric and other forms of "auto," and wound up by saying: "And now, my man, you ought to be a judge. What kind of a machine would you select?" "Well, sir," replied the chauffeur, "I've often thought it over, and came to the conclusion that if I wanted to buy one I'd save up my money and get a good horse."

This little joke the ponderous Tribune prints as a serious story.

The fine and massive looking 10-hp. Locomobile intended for the Right. Hon. the Marquis of Salisbury, K. G., is at present at the Locomobile Company's depot at Sussex Place, South Kensington, and is well worthy of examination, says the Autocar. By its great wheel base and gauge (7 ft. 6 in. and 4 ft. 9 in. respectively),



MARQUIS OF SALISBURY'S NEW LOCOMOBILE.

and its generally solid appearance it suggests itself as a fitting road machine for the safe carriage of the head of the house of Cecil. The car presents many fresh and interesting features, which we hope to refer to shortly. The vehicle has a body of the Surrey type, accommodating three passengers on each seat. Its boiler, of the usual Locomobile form, is 20 in. in internal diameter and 16 in. in height, and furnished with six hundred 7-16 in. tubes. Roller bearings are provided to crank shaft and big ends. Two burners heat the boiler, the draught of air up the air tubes being encouraged by forward inclined draught plates set across the bottom of the burner. The force pump—one of them at least—is driven off the live axle through an eccentric. The car differs considerably in ap-

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pearance from the Locomobile as generally known, but is nevertheless on Locomobile lines throughout.

President Swanstrom, of the Borough of Brooklyn, has been notified by the Manhattan Beach Hotel and Land Company that the toll gate on Neptune avenue on the road to the Oriental Hotel will be removed. This throws the road open to all automobilists and private vehicles.

Mr. Bradley Martin and the Comte de Plombières recently accomplished the trip between London and Paris by automobile in six hours—one hour less than that of the best railway record—although fifteen minutes were lost by a change in the steamer arrangements.

The statement that W. H. Owen was formerly chauffeur for Colonel John Jacob Astor, which by an oversight found its way into last week's issue of this paper, was a mistake. The only apparent reason for the error was that on the Buffalo endurance run last year Colonel Astor rode with Mr. Owen as far as Albany, N. Y.

Mr. Benjamin Thaw, who has been passing the summer at his place in Newport, recently passed through Boston on a tour of the northern New England coast. His machine, an Autocar tonneau, was fitted with a top and glass front. This is quite a novelty and attracted a good deal of attention.

Winton Would Accept the Captaincy

AT a gathering of the Cleveland Automobile Club and its guests at the Colonial Hotel on Tuesday evening, Alexander Winton announced that he would be pleased to accept the captaincy of the American team to be formed to go to Europe after the Gordon Bennett Cup, and that he hoped that it would be brought to this country. Mr. Harkness, twice defeated by Mr. Winton, said that it would give him great pleasure to be a member of a team captained by the Cleveland, and that he believed the latter could defeat anything in the world. He also had words of praise for the Cleveland Club, and stated that they could count upon him for all future race meetings.

Rhode Island A. C. Meeting

THE coming race meet of the Rhode Island Automobile Club, to be held on September 24, promises to be of exceptional interest. Mr. Winton has notified the club of his intention to be present with the last new creation of the Winton Company, namely, the "Bulldog."

There are several new drivers in this year's racing contingent, and they have shown great skill and nerve in driving high-power carriages. Several of these men will be present at the Rhode Island Automobile Club's races, and it is hoped that there will be some close and exciting races.

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A special class of Winton touring cars has been placed on the program, and this event should be the best racing of the day, for the cars must be regulation, with no changes of sprockets, and as they are the same horse power, it will be a question of the skill with which they are driven. This class of racing should become very popular with automobilists, and, of course, should not be confined to one make of carriage. But as the carriages of different makes are built so that a handicap is impossible, and the horse powers are so differently estimated, it is impossible to place carriages of several makes in a race and get a close finish. The Winton touring car is well known throughout Rhode Island, and is owned by many members of the club, and it has been decided to have this race of these cars alone on account of not being able to get cars of a near enough standard to make as pretty a race.

In the steam class it is expected that Mr. Cannon and Mr. Howard will enter in the regular events. They will also have a match race, and if they repeat their performance of the Long Island Automobile Club races, it will certainly



FAMOUS "RED DEVIL," OWNED BY DR. PARKER, BOSTON.
(This Car was built by his Chauffeur.)

be worth the while of everybody interested in good sport to watch the result.

In the minor classes there are already several entries which will make some close racing. It is the intention of the club this year, as near as possible, to arrange each class so that there will be some close finishes, such as are seen in other classes of racing, and it is believed by the racing committee of the club that a very valuable lesson will be learned by the automobile public in the placing of the different classes so as to eliminate the chances of one carriage running away from another, so as to make the result of the race a foregone conclusion from the very start.

A suggestion has been made that a class be established by the American Automobile Association, to be built to by the different builders in the same way as classes are built to in yacht racing. A specified weight would have to be

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allowed, and horse power and gears would have to be made to certain specifications. The cars, in this way, would be much as the yachts built under yacht racing rules, of very near the same capacity, and one would differ from the other in the strength of its construction, and the reliability of its propelling power. The driver of the car would then hold the same position as the captain of a yacht, as skill, good judgment in using his power, and steering his car, would decide the race, and there would be close finishes which would be exciting and interesting to all spectators. The question of handicapping the cars has come up with the club's racing committee. As there is no standard of deciding the horse power of different cars against the weight, it has been found almost impossible to attempt to make any handicaps.

The Rhode Island Automobile Club hopes that some rule of this kind will be established, and in this way an absolute idea of the certainty of operation, and the speed of the car over all competitors, can be gained even by a superficial observer.

The club races this year will furnish a good opportunity of showing some fast records made, as well as some close finishes, and the results will be profitable to the general automobile fund of information. The track has been tried before, and has proved to be exceptional in all ways.

Dr. F. L. D. Rust, secretary of the Massachusetts Automobile Club, returned from Europe on Tuesday last, after having made an enjoyable automobile tour through France and a portion of Germany. Dr. Rust left Boston in company with Mr. Glidden on July 5 last, going direct to Dieppe. Here Mr. Glidden secured the 24-hp. machine which he had constructed abroad a year or so ago, and the actual tour commenced. From Dieppe the party went to Bovais, thence to Rheims and through the country made famous by the great battles of the Franco-Prussian war, then down the Mosel river to Coblenz, North Bingen, to Worms, and thence through Heidelberg to Baden, where Dr. Rust left the party.



MR. GRAY DINSMORE IN HIS MERCEDES.

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

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WILLIAM H. MAXWELL, JR., *Associate Editor.*

VOL. IV. No 23

NEW YORK, SEPTEMBER 20, 1902

PRICE TEN CENTS

AUTOMOBILE TOPICS is published weekly, by Automobile Topics, No. 29 West 42d Street, New York. Subscription price, \$4.00 a year in the United States and Canada, or in foreign countries within the Postal Union, \$6.00 (gold) in advance. Advertising rates may be had on application. Copyrighted, 1902.

Cable address—AUTOTOPICS, NEW YORK.

Telephone—4715-38th Street

By long odds the most interesting of the automobile trade papers is Automobile Topics, edited by E. E. Schwarzkopf.—THE NEW YORK AMERICAN AND JOURNAL, JUNE 23, 1902.

Automobiling is well represented by high-class trade papers that furnish accurate information to tradesmen and operators. Prominent among them is Automobile Topics, a bright and breezy publication, that caters to the individual motorist, but which, from time to time, prints excellent articles on trade matters.—NEW YORK MAIL AND EXPRESS, SEPT. 6, 1902.

Automobile Topics is by far the most interesting and the best edited.—EXTRACT FROM CIRCULAR OF THE NATIONAL ASSOCIATION OF AUTOMOBILE MANUFACTURERS, SEPT. 1, 1902.

Automobile Topics, the foremost automobile publication in this country.—LENOX LIFE, AUG. 2, 1902.

America's Great Victory

THE magnificent showing made by American-built automobiles at Cleveland this week cannot fail to have a stirring effect wherever the automobile is known. It is not too much to say that it has already been the subject of serious discussion in French, English and German automobiling circles, where its importance as affecting the result of next year's Gordon Bennett race will be fully recognized. As has been frequently stated by *Automobile Topics*, the Gordon

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Bennett trophy is bound eventually to find a permanent resting place in this country. And as a preliminary to lifting that cup, the news from Cleveland will already make the new pedestal on which the trophy rests in Piccadilly, London, look shaky at best.

Alexander Winton's victory at Cleveland can in no sense be regarded as a snap judgment, or as an accidental runaway from a poor field. Competing for first honors with him was the finest Mercedes car yet imported to this country. The car itself was similar to that which Count Zobrowski rode in the Paris-Vienna race, and was one of the two best cars—the other being made for C. M. Schwab—the famous Cannstadt factory ever turned out. In the hands of such an expert and fearless driver as Harry S. Harkness, it goes without saying that every inch of speed of which it was capable was developed in the ten-mile race and later in the pursuit race. To those who were fortunate enough to see Mr. Harkness at Brighton Beach recently, and who noted the wonderfully smooth running of his Mercedes it will seem almost incredible that any car ever built could so far outrace it, as to distance it by a whole mile in ten. Yet such is the feat which Mr. Winton's American-built "Bullet" has accomplished.

To analyze that performance is not to detract from its splendid merit. Ten miles in 10m. 50s. means an average of a mile in 1m. 5s., itself a record breaker. But individual miles in the ten were done at 1.02 $\frac{3}{4}$, which is four seconds faster than any previous recorded performance. What that would mean on a straight road is merely a matter of surmise. Certain it is that the loss of speed in making turns and the intense strain upon the operator of a car going at nearly a mile a minute gait with four turns to each mile operate as a tremendous handicap. But it is beyond question that such a car and such a driver if given free headway on a straight road would smash all records, European or American. The feat is one of which America may justly feel proud. With such an American car and American driver, the Gordon Bennett trophy—itsself the gift of an American to the cause of automobilism—ought not to remain expatriated another year.

The Coming Election of the A. C. A.

A REMARKABLE letter from a member of the Automobile Club of America will be found on another page of this issue. The prominence of the writer, and his recognized affiliation with the best interests of the club, entail respect for his desired anonymity, while the importance of his communication demands its publication, even under a nom de plume.

Under ordinary circumstances the intrusion of the press into club affairs is to be deprecated. The affairs of the club are the private affairs of its members, and do not concern the public. With the Automobile Club of America, however, the case is somewhat different. It is not distinctively a social club, but rather stands—as it declares itself—"For the American automobile industry," and to such an extent, therefore, the personnel of its officers, and the success of its efforts engage a wider attention than its membership roll comprises.

The criticism of President Shattuck, to which our correspondent refers, is, perhaps, the greatest proof his friends could desire of his fitness for the posi-

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tion he occupies. Every strong individuality is the subject of criticism. A nonentity is beneath criticism. That Mr. Shattuck's personality has dominated club affairs is not of itself a reason for hostile criticism, so long as such domination makes for the general good of the club itself. As our correspondent admits, Mr. Shattuck is one of the best workers the club has ever had, and it may perhaps be due to the members themselves, more than to his management, if dissatisfaction prevails. When they accepted the amendment giving the powers of the club practically into one man's charge, and at the same time selected Mr. Shattuck as that man, they certainly waived to a great extent their privilege to criticise the actions of their president. Finding Mr. Shattuck in his first term ever eager to work for the club, they thrust upon him—according to our corre-



THE DUKE OF MARLBOROUGH'S 15 HP. MORS.

spondent's views—which are presumably the views of the dissatisfied—all the work of the club, and now they find fault because they think their own usefulness is gone. It is merely the old fable of King Log and King Stork.

Having had opportunity to test both systems, it is quite reasonable to put before members at the coming election the question whether it would be desirable to revert to the old system, with a vice-president as chairman of the board, or retain the plan now in operation. A vote on this question at the coming election should remove all ground for further criticism.

Regarding the ticket put forward by our correspondent, it must be admitted that it is an admirable one. Holding no brief for Mr. Shattuck, we are unable to say how he would regard it; but we should suppose that after two terms he would be only too pleased to relinquish the cares of office, retaining to the club the benefits of his experience as a member of the board of governors. Either of the

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two men whose names are put forward for the presidency, Mr. W. K. Vanderbilt, Jr., or Mr. A. C. Bostwick, would make an admirable president. The rest of the ticket, Mr. Whipple as treasurer, and Messrs. John Jacob Astor and Whitney Lyon as governors, is also worthy of support. But most admirable of all is the proposal to make Mr. Scarritt vice-president and chairman of the board. There are troublous times ahead of automobiling when the Automobile Club of America will need to be represented by an aggressive, determined, and able man as its chief executive. For such a position no better selection than Mr. Scarritt could be found.

The Dawn of Justice

THE proceedings in the case of young Gerald May, son of Colonel May, of Washington, of which a full report will be found in another page of this issue, are of the highest importance to automobilists. To Colonel Franklin Bartlett, counsel for young May, the thanks of every automobilist are due for his spirited defense of his client, and incidentally of the automobile itself. Against such arguments even a village magistrate, though clothed for the nonce with the powers of a Special Sessions Judge, was powerless to bolster up the motorphobic plea of the District Attorney. With characteristic evasion the decision which acquitted young May was given on the purely technical point of the non-proof of incorporation of the village. To this extent the result is not as satisfactory as it might have been. Certainly it would have been fairer to admit that no case had been proven by a fifteen seconds test where the legal limit of measure was an hour.

While congratulating Colonel Bartlett upon this first knock-out of the Cocks Law, we trust the arguments he adduced may be taken up by other defenders of persecuted automobilists. With such a precedent the result of the appeal by Mr. W. D. Guthrie in the case against his chauffeur will be awaited with considerable interest. A righteous decision in this case will be a precedent of the highest importance.

Fifteen seconds may be enough time to secure a conviction where the accused would rather pay a fine than fight. But with the hour as the legal unit of measure it will not be time misspent if it takes weeks to crush out this illegal and unconstitutional perversion of legal machinery which oppresses an eminently law-abiding portion of the community.

Fight it out on this line, gentlemen of the law, if it takes all winter!

An Opportunity for the N. A. A. M.

THE popularity of American light vehicles in London and Paris, as attested by homecoming tourists, is a most encouraging sign. While French, German and English manufacturers have been jostling and crowding each other in the manufacture of ponderous racing machines, the American manufacturer has been quietly supplying the popular demand for automobiles within the reach of the many, and useful for all ordinary purposes. Naturally, therefore, much interest is felt regarding the collective exhibit which the National

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Association of Automobile Manufacturers will make at Crystal Palace next year. Such an exhibit ought to be thoroughly representative, as well as comprehensive. It should include the best that the country can produce in the way of gasoline, steam and electric cars. And most of all, it should be in charge of someone capable of showing what these machines are, their good qualities, their construction, and facility of repair. Half the success of that exhibit will depend upon the selection of the representative in charge of the display. A mere clerk or office man would be worse than none at all.

Sport and Utility

The National Association of Automobile Manufacturers has decided to make a new arrangement of the space for the next automobile show at Madison Square Garden, which will begin on January 17. So great has been the demand for space on the main floor that it has been necessary to make the change. Instead of having booths with the gallery well in the background, it has been decided to have an aisle next to the gallery that will enable patrons to see all sides of a carriage. At the suggestion of Percy Owen, there will be four aisles and three large spaces facing the Madison avenue entrance, instead of three aisles, as heretofore. Enough applications for space have already been received to take all of the main floor.

The traffic of the Interstate Transit Company, the automobile transfer line operating on the Eads bridge, between St. Louis and East St. Louis, continues to increase rapidly. The official figures for August show 114,283 passengers carried during the month. The average fare is figured at 7¾ cents, making the gross earnings more than \$11,500, which exceeds the preceding month's earnings by \$1,000 or more. The first month, last February, with few vehicles in operation, 44,000 passengers were carried. Additional vehicles of larger capacity have since been placed in service. The company is to extend its service on the East Side, adding a line from Broadway and Washington avenue across the bridge, to the National Stock Yards, on the East Side. Other vehicles will be run in other directions in East St. Louis, practically paralleling the street railway tracks, and a system of transfers will be started. The through vehicles will leave Broadway and Washington avenue on the St. Louis side of the river every five minutes, it is announced. The inception of the automobile service had its origin in disgust which seized a business man over the utterly inadequate street car service across the bridge, and he decided to introduce the horseless carriage, which has proved so successful that it threatens to put street cars out of business.

The Board of Freeholders at Newark have amended the automobile speed ordinance, allowing the machines to run at a speed of 20 miles an hour in those country districts of Essex county which are under the control of the board. These roads include Park, Central, and Bloomfield avenues, and the main roads leading over the Orange Mountains. Under the provisions of the new ordinance automobiles may be run at 20 miles an hour anywhere west of the summit of the mountain. East of that line the speed must not exceed eight miles an hour. In

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the turning of all corners the speed of the machine must be reduced to four miles an hour. The original ordinance proposed a speed limit of eight miles an hour in cities and towns and 15 miles in the country districts.



MILLER'S.

"Send to Miller's" is a familiar saying frequently heard around automobile stations as well as among automobilists when something is wanted in a hurry. "Miller's" is of course Charles E. Miller's, 97 Reade street, where mostly everything in the automobile line short of an automobile itself is kept in stock. In this issue are given views of the store from the outside and inside, which tell better than a catalogue the nature and extent of the stock on hand.

The Philadelphia postal authorities are considering the advisability of using automobiles for the delivery of mails to the various railroad depots and substations. One of these machines was put on as an experiment by the Pneumatic

Tube Transit Company last week, between the central office and the Pennsylvania & Reading stations. If the authorities deem the experiment successful, Postmaster McMichael will petition the department for sanction of the scheme, and this obtained, automobiles will soon be in operation throughout the city. The time made between the central office and Broad street station averaged 10 minutes for the round trip, as against 21 minutes by the wagon system.

Licenses for New York Automobilists

DRIVERS of automobiles in New York City will be required to take out licenses after an examination by a board of examiners of automobile users and an approval of their reports by the Mayor, if an ordinance which has been introduced in the Board of Aldermen and referred to the law committee be adopted.

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The proposed ordinance is an adoption of the system in successful vogue in Paris and will doubtless meet with the approval of a majority of automobilists and motor vehicle manufacturers. It provides that no person shall operate a motor vehicle without a license, but excepts motor cyclists and trolley car motormen from its provisions.

The Mayor is to appoint three persons, to be known as the Board of Examiners of Automobile Operators, who shall serve for two years, and be paid salaries from the license fees. The Mayor, however, may remove his appointees. Application for a license must be made to the Board of Licenses, and by them referred to the Board of Examiners, who will notify the applicant to appear for examination. The board will report to the Mayor, who may approve its findings and direct that a license be issued for one year.

The license will bear the name and address of the licensee and particulars of the machine he operates. Two lamps must be carried, each bearing the number of the license on a perforated brass band with figures at least an inch and a half high. Sufficient cause for revoking the license will be the violation of any law relating to speed limits or affecting the use of such vehicles, the intoxication of the operator while driving, or carelessness in leaving his machine unguarded. License

fee will be \$10 for private vehicles and \$3 for public vehicles for hire, seating two persons, and \$5 for more than two persons. Punishment for operating vehicles without a license is fixed at a fine not less than \$10 nor more than \$50 or imprisonment for not less than two nor more than ten days. The proposed ordinance was drawn by Joseph B. Thompson, a lawyer of this city, who also drew the pending street sprinkling, highway and speed ordinances.



MILLER'S—WHERE EVERYTHING IS SOLD.



INTERIOR VIEW OF MILLER'S STORE.

Clubs and Associations

Some radical changes are to be made in the garage of the Massachusetts Automobile Club in the near future. The room has been repainted and several alterations made. Owing to the large number of heavy machines possessed by the club members, it has been found necessary to install a turntable in the carriage house, and the work of installation will be commenced within the next few weeks.

Almost half a dozen club members are now touring in Europe, and, judging from what one hears, there is likely to be an increase of foreign-made machines in the club before the season closes.

Col. James T. Soutter, president of the club, received his new 16-hp. tonneau carriage during the past week. It is a fine and attractive car, and was manufactured in this country. Its engine is of the four-cylinder character, and is located under the hood in the front of the car, being similar in this respect to those of foreign construction. The tonneau has a high back, and is much more comfortable for long-distance riding than are the ordinary tonneaus. The body is painted a dark green, and has brass trimmings.

The Topeka Automobile Club has been organized by the Topeka Automobile owners. The owners met at the office of J. N. Taggart last week. Mr. Taggart was elected temporary chairman, and Ralph D. Montgomery was elected temporary secretary. Dr. George B. Minney and L. B. Wyman were selected as a committee to draft a constitution and by-laws for the society. It is planned to arrange for races and century runs, etc., and work up a general local interest in the sport. Mr. Padgett is also interested in securing entries for an automobile race at the State Fair races week after next. There are 18 automobiles owned in Topeka.

The board of commissioners of the District of Columbia has notified the G. A. R. encampment committee that the proposed automobile race on one of the public streets will not be permitted. The commissioners, however, are in favor of a floral parade as a feature of the encampment program. Arrangements may be made for automobile contests on the Bennings race track during the encampment.

The recently formed Automobile Club Ardennais (Belgium) already counts nearly 50 members. The following gentlemen have just been elected as the officers for the coming year: M. A. Gérard, president; MM. A. Deville and Moulin, vice-presidents; Dr. Abd-el-Nour, general secretary; MM. Gilbert, Delmotte, Baugé, Minet, Barbeaux and Racot, members of the committee.

Automobile races will be featured during the week of the St. Louis Fair. Contests will be for gasoline and electric machines, at 5 and 10 miles. The championship event is to be decided on Friday of fair week, at 10 miles.

The Toledo Automobile Club was organized last Monday at a meeting held

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at the Boody House. A large number of motor enthusiasts have for some time past had in mind the idea of forming such a club, and the meeting was the direct result. The attendance was not as large as desired, considering the number of devotees of the automobile in Toledo, but was as large as could be expected. Those who responded to the call went into it with spirit. Dr. Charles P. Wagner was elected chairman, and H. C. Tillotson, secretary. A committee was appointed to draw up a constitution and by-laws, consisting of Grant Williams, George D. Palmer, Jr., and F. H. Dodge. Another meeting was called for Saturday, September 27, to be held in the evening.

Those present included the officers named above, and J. N. Bick, George R. Ford, C. Daudt, Louis A. Leffring, F. J. Landgraf, George K. Detwiler, W. N. Brauh, V. M. Falardeau, C. B. Spitzer, D. W. Murphy, W. H. Potter, H. R. Felker, Ezra E. Kirk, H. H. Brand, M. G. Bloch, Guy R. Ford, Jerome H. Smith, M. A. Scott, J. J. La Salle, Normand De Veaux, L. E. Beilstein, A. S. Raymond, G. A. Kennedy, George Troutt, L. Lichtie, and two out-of-town visitors, Theodore C. Whitcomb, of Indianapolis, and Orlando Weber, of Milwaukee.

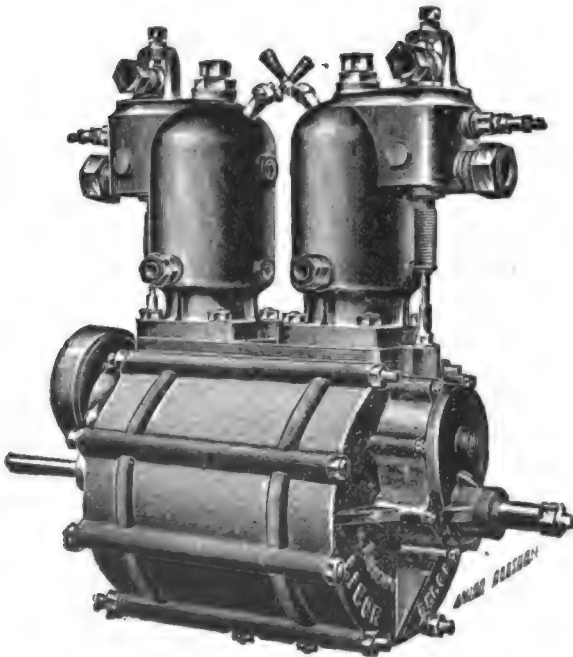
The Kelecom Motor

A MOTOR which Mr. A. H. Funke, of 98 Duane street, New York City, claims to be of great merit, is the Kelecom. These engines are said to have earned for themselves a splendid reputation in France and Belgium. In the last Long Island Automobile Club endurance run a 5-hp. Kelecom motor,

fitted to a carriage weighing 822 pounds, and carrying two passengers, went through without a stop, leading its class. The total amount of gasoline used was but $3\frac{1}{2}$ gallons.

A $1\frac{3}{4}$ -hp., air-cooled motor is made for use on bicycles. It weighs 33 pounds, and develops its full capacity at about 1,500 revolutions per minute.

For use on vehicles, single-cylinder engines of 5-hp. and 7-hp. are built. The first weighs 110 pounds, and reaches its point of maximum efficiency at about 1,300 revolutions per minute. The second tips the scales at 140 pounds, and does its best at about



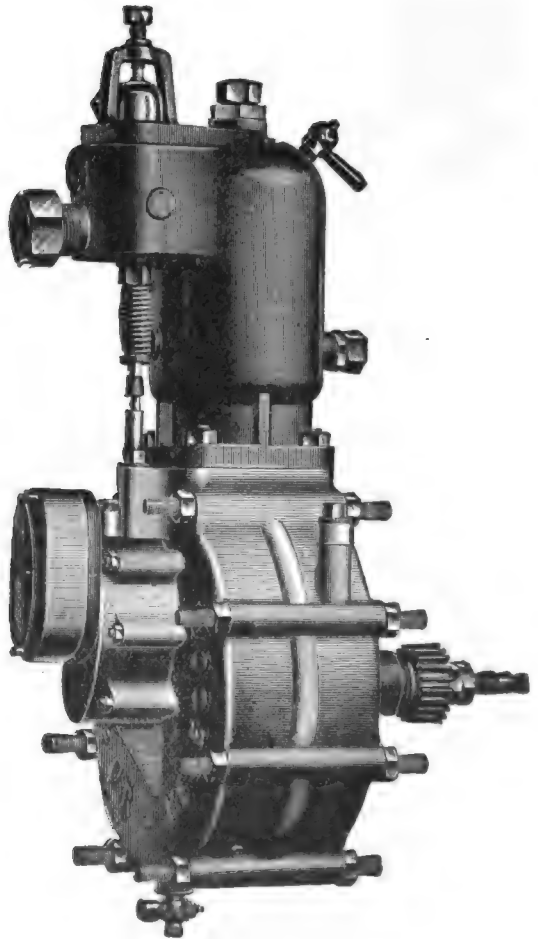
KELECOM 2-CYL. MOTOR.

AUTOMOBILE TOPICS

1,200 revolutions per minute. The two-cylinder motors, as in the case of the single-cylinder engines, are water-cooled. One type develops 9 hp. at 1,300 revolutions to the minute, while the second shows 11 hp. at 1,300 revolutions.

In appearance and in workmanship the Kelecom engine is claimed by its makers to be the equal of any on the market. The material used is said to be of the very best, and especial attention has been given to making all the moving sections of the motors as perfect fits as possible. They are made on the interchangeable-part system motor vehicle users have found so advantageous in the past.

Every possible attention has been given to making the valves, both inlet and exhaust, operate smoothly, and without sticking. The easy motion of the engine, and its lack of excessive vibration when running, the manufacturers claim, is an evidence of its very superior design and workmanship.



KELECOM SINGLE CYL. MOTOR.

Two Deaths, and One Lesson They Teach

TWO women were killed on Friday last, one the wife of a senator, the other the sister of a representative.

To the death of the first the newspapers gave much space, with striking headlines; to the death of the second but a brief paragraph, with an inconspicuous heading.

The wife of Senator Stewart, of Nevada, whose sudden taking off the press treated sensationally, was not better known to the generality of readers than was the sister of Representative Lassiter of Virginia.

AUTOMOBILE TOPICS

Why, then, the marked difference in the manner of reporting the two deaths? The explanation is that Mrs. Stewart was killed in an automobile mishap, while Miss Lassiter was killed in a runaway.

Had it been the other way about—had Mrs. Stewart perished in a runaway, and Miss Lassiter in an automobile disaster—the proportion of printed attention given to the death of each would have been reversed.

The newspaper view taken of these two shocking fatalities, happening on the same day, illustrates well the popular prejudice against the automobile, a prejudice due almost entirely to the novelty of the motor, which is bound to wear away with time and familiarity.

As a matter of fact, the automobile, when properly constructed, intelligently looked after, and operated by a competent driver, is a safe vehicle; safer, in reality, than the horse-drawn carriage. The dangers inseparable from the animal's shying, falling, or taking fright and bolting, are all eliminated. Given a driver who knows his business—and no other kind should be allowed to handle a machine—and the automobile involves less peril than anything else that goes on wheels over the roads at high speed.

With either ignorance or recklessness at the lever, the automobile is dangerous, of course—quite as much so as when ignorance or recklessness holds the reins on a spirited horse.

Indignation at wild scorchers is natural and just, and there should be the severest penalties provided for their punishment; but the prejudice that looks upon the automobile as evil in itself, is all wrong, and unworthy of a country which has advanced materially beyond all others because it has given welcome to invention, and hailed as a public boon every new and better way of doing an old thing.
—*New York American and Journal.*

Killed in Carriage Accident

AN accident which has caused universal sorrow throughout Petersburg, Va., and its vicinity, occurred last Friday, and resulted in the tragic death of Miss Virginia H. Lassiter, daughter of Dr. D. W. Lassiter, of Petersburg, and sister of Congressman Francis Rives Lassiter, Charles Trotter Lassiter, a prominent young lawyer of Petersburg, and of Captain William Lassiter, of the United States Field Artillery, who is with his regiment at Fort Riley, Kansas. Miss Lassiter left her home in Tabb street, in her father's carriage, to go out to Birdville, in Dinwiddie county, to visit her brother, Congressman Lassiter. To the carriage was hitched a double team, which took fright at a passing electric street car in Washington street, and ran away. Miss Lassiter, becoming frightened, jumped from the vehicle, and in doing so her dress got entangled in one of the wheels, and she fell headforemost into the street, fracturing her skull. She was taken to the house of a friend, near by, where she died shortly afterward, not having regained consciousness. Miss Lassiter was about 30 years old, and was considered one of the prettiest women in Petersburg. Her father and his younger daughter were in Boston when the accident occurred.

AUTOMOBILE TOPICS

Notwithstanding the removal of their factory, as stated last week, the Four-nier-Searchmont Company, of Philadelphia, will retain offices at Nos. 503 to 507 North American Building of that city.

Mr. S. J. Overstreet and Mr. J. R. Helm, of Roanoke City, recently made a trip from that place to Baltimore in the latter's Locomobile.

Mr. Elmer Hough, of Pittsburg, Pa., recently made a trip through Indiana in his Locomobile. The carriage is an ordinary stanhope Locomobile, fitted with a rear seat. During this trip, which was performed without accident or difficulty, Mr. Hough had with him three guests.

Trade Notes

[Insertions under this caption 3 cents per word; minimum 50 cents per insertion. Payment must invariably be made in advance—in postage stamps if desired—as no accounts can be opened for this class of advertising.]

IF DESIROUS to sell or exchange your automobile, call or write to R. E. Jarrige, 523 Fifth Avenue, New York City.

FOR SALE.—A Packard Automobile, Style C Special, 16 horse power, four speeds ahead and two reverse. Apply 317 West Fifty-ninth Street, City.

FOR SALE.—Model A Locomobile Touring Car, run less than 100 miles. Will sell at a sacrifice. Price on application. Address P. O. Box 454, New Haven, Conn.

TOURING CARS.—Georges Richard, for immediate delivery; Automotor (2-cylinder) Motor Car, in stock, \$1,800; Knickerbocker (new model Renault type), 8, 10 and 15-hp., single and double cylinders, are now ready for your inspection. Call, write or 'phone. General Motor Car Co., 239 West Fiftyeth Street, New York; telephone, 902 Columbus.

FOR SALE.—25-hp., four cylinder Tonneau Gasmobile, \$2,500. Address Barry & Hayes, 33 East Fifty-eighth Street, New York.

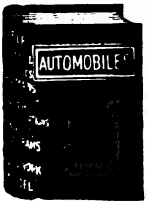
FOR SALE.—Steam Dos-a-Dos, run only a few months; heavily built and in first-class running order. Price \$500. Apply to Mr. E. P. Morse, Treas., Auto Express Co., Columbus Avenue, Boston, Mass.

WANTED.—By a young man (colored) position as chauffeur on 1902 Winton. J. E. Hicks, Cold Spring Harbor, L. I.

FOR SALE.—Delivery in October, 7-hp. and 10-hp. Panhard Chassis, at reasonable prices. Also 70-hp. Panhard (Paris-Vienna type), guaranteed mile 46 seconds, second-hand; 12-hp. Panhard, in good order, with parts and tire; 40-hp. Panhard (Paris-Berlin type), guaranteed in good condition, with parts and tire, all at reasonable prices. G. Combet, 247 West Fiftyeth Street, New York City.

FOR SALE.—16-hp. Darracq Touring Car, both tonneau and racing back; absolutely new; run only sufficiently to insure its being in absolutely perfect running order. This car was driven in the Long Island Endurance Contest by Mr. Chas. C. Cooke, and came in first. Ready for immediate delivery. Price \$2,800. Apply to Mr. E. P. Morse, Treas., Boston Auto Express Co., Columbus Avenue, Boston, Mass.

WE MAKE a specialty of buying and selling second-hand automobiles, and have on hand at all times a supply of reliable carriages; correspondence solicited. Westchester Automobile Co., salesrooms, No. 523 Fifth Avenue; telephone, 6029—38.



Do You Run an Auto?

Do You Want to Understand its Workings?

"Self-Propelled Vehicles"

The new book by J. E. Homan, A.M., tells the whole story. It explains in simple, non-technical language, the mechanism and management of every type of automobile. 640 pages; 500 illustrations; complete diagrams; ready reference index; a great trouble-saver. Price \$5.00, delivered. Write for booklet showing sample pages, free on request.

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LOCOMOBILE CO., San Francisco, So's Agents for the Pacific Coast.

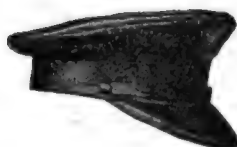


Full Line of
Ladies' Jackets and Long Coats.
Made of the finest French Leather. Stylish and Frenchy.



This French kid **Norfolk Jacket**

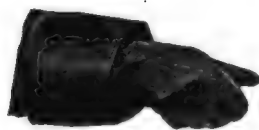
is the most complete and handsomest coat for automobilists' attire, which is the only correct gentlemen's coat in the market.



We make the only correct
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of almost any style and description of material and all colors.



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None genuine without a label inside of cuff.

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is a new idea. Has proven a great comfort by fitting closely around wrist, excluding dust, rain and draughts, as well as protecting the coat sleeve, and has a stylish appearance. Made in fine Mexican kid, black or tan.

We are the only house which carry a complete assortment of imported

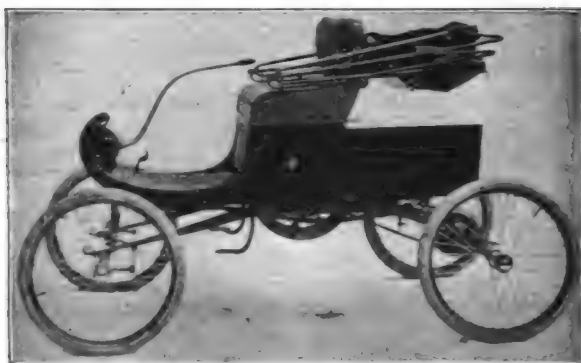
Automobile Eye Protectors

of every description.



This Gauntlet Glove can be had either in black or russet leather.

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Price \$650. F. O. B. Detroit

Here you get perfection in Automobiles.—The pioneer and the best.—Most flexible in handling—absolutely under full control of the operator. No complicated devices—Simplicity in design with strength in construction. Rough roads, muddy roads, snow, frost or ice have no terrors for the OLDSMOBILE. Odorless, Noiseless, Safe. Write for Illustrated Book. :: :: :: :: ::

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Oldsmobile Co., Washington, D. C.
Quaker City Automobile Co., Philadelphia.
H. B. Shattuck & Son, Boston, Mass.
Western Automobile Company, Cleveland, O.
William E. Metzger, 254 Jefferson Ave., Detroit, Mich.

Ralph Temple Co., 293 Wabash Ave., Chicago, Ill.
Fisher Automobile Co., Indianapolis, Ind.
Olds Gasolene Engine Works, Omaha, Neb.
George Hannon, 612 16th Street, Denver, Col.
The Manufacturers Co., San Francisco, Cal.

To avoid disappointment place your orders early as the demand is large.

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MODEL 50. SPECIAL PRICE, \$1,000

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500 EAST 22d STREET

Mention "Automobile Topics" when writing.

THIS wagon has given in excess of 100 miles on city streets. It is fitted with 3-in. tires; Western Battery of 44 cells. Further description and information upon request.

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A LOCOMOBILE IN THE ORIENT. SCENE NEAR TIEN-TSIN

We have produced 4500 Automobiles, and know how to make them so that they will give satisfaction. Write for large Catalog, also circular describing our \$650 car—the biggest bargain ever offered in Automobiles. Exhibited at all branch offices.

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PHILADELPHIA: 249 North Broad St.
LONDON: 39 Sussex Pl., South Kensington

SAN FRANCISCO (The Locomobile Company of the Pacific 1622 Market Street).

Mention "Automobile Topics" when writing.

AUTOMOBILE TOPICS

the turning of all corners the speed of the machine must be reduced to four miles an hour. The original ordinance proposed a speed limit of eight miles an hour in cities and towns and 15 miles in the country districts.



MILLER'S.

"Send to Miller's" is a familiar saying frequently heard around automobile stations as well as among automobilists when something is wanted in a hurry. "Miller's" is of course Charles E. Miller's, 97 Reade street, where mostly everything in the automobile line short of an automobile itself is kept in stock. In this issue are given views of the store from the outside and inside, which tell better than a catalogue the nature and extent of the stock on hand.

The Philadelphia postal authorities are considering the advisability of using automobiles for the delivery of mails to the various railroad depots and substations. One of these machines was put on as an experiment by the Pneumatic Tube Transit Company last week, between the central office and the Pennsylvania & Reading stations. If the authorities deem the experiment successful, Postmaster McMichael will petition the department for sanction of the scheme, and this obtained, automobiles will soon be in operation throughout the city. The time made between the central office and Broad street station averaged 10 minutes for the round trip, as against 21 minutes by the wagon system.

Licenses for New York Automobilists

DRIVERS of automobiles in New York City will be required to take out licenses after an examination by a board of examiners of automobile users and an approval of their reports by the Mayor, if an ordinance which has been introduced in the Board of Aldermen and referred to the law committee be adopted.

AUTOMOBILE TOPICS

The proposed ordinance is an adoption of the system in successful vogue in Paris and will doubtless meet with the approval of a majority of automobilists and motor vehicle manufacturers. It provides that no person shall operate a motor vehicle without a license, but excepts motor cyclists and trolley car motormen from its provisions.

The Mayor is to appoint three persons, to be known as the Board of Examiners of Automobile Operators, who shall serve for two years, and be paid salaries from the license fees. The Mayor, however, may remove his appointees. Application for a license must be made to the Board of Licenses, and by them referred to the Board of Examiners, who will notify the applicant to appear for examination. The board will report to the Mayor, who may approve its findings and direct that a license be issued for one year.

The license will bear the name and address of the licensee and particulars of the machine he operates. Two lamps must be carried, each bearing the number of the license on a perforated brass band with figures at least an inch and a half high. Sufficient cause for revoking the license will be the violation of any law relating to speed limits or affecting the use of such vehicles, the intoxication of the operator while driving, or carelessness in leaving his machine unguarded. License

fee will be \$10 for private vehicles and \$3 for public vehicles for hire, seating two persons, and \$5 for more than two persons. Punishment for operating vehicles without a license is fixed at a fine not less than \$10 nor more than \$50 or imprisonment for not less than two nor more than ten days. The proposed ordinance was drawn by Joseph B. Thompson, a lawyer of this city, who also drew the pending street sprinkling, highway and speed ordinances.

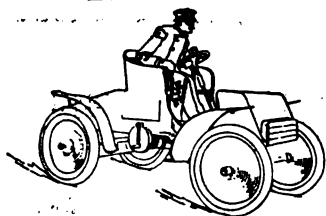


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The ONLY Automobile that has won EVERY Endurance Contest held in America is the HAYNES-APPERSON

The most practical automobile in the world



Runabout, 6 horse-power, 2 passengers,	\$1,200
Phaeton, 8 " " " 4 " "	1,500
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We offer you a proved reliability, ease of access to working parts and simplicity of operation that no other make in the world affords, at reasonable prices for good workmanship. Look up our records, ask our customers, get our free booklets.

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The Victor Steam Carriage

The first steam carriage to finish in the Automobile Club's 100-mile Non-Stop Endurance Run, completing the run without a penalized stop. Gasoline consumed, 10½ gallons; water, 84¼ gallons.



The Victor Steam Air AND Steam Water Pumps

Weight, 4½ lbs.; space required 9 inches by 8 inches; capacity of air pump, 100 lbs. pressure on tanks and tires. Capacity of water pump, 8 gallons per minute against 200 lbs. boiler pressure.

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AMERICAN
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Frame of Heavy Steel Tubing, 3 Speeds Forward
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*For around town riding the light
electric runabout is just the thing
Batteries are the most important feature
The "National" has the best battery made and
a greater number of cells than any other
You should investigate this*

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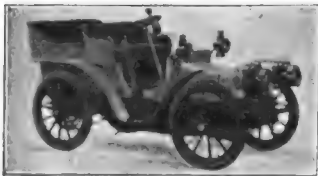
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Long Island Endurance Test

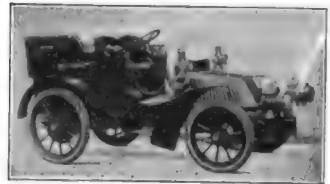


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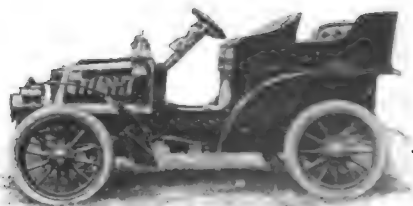
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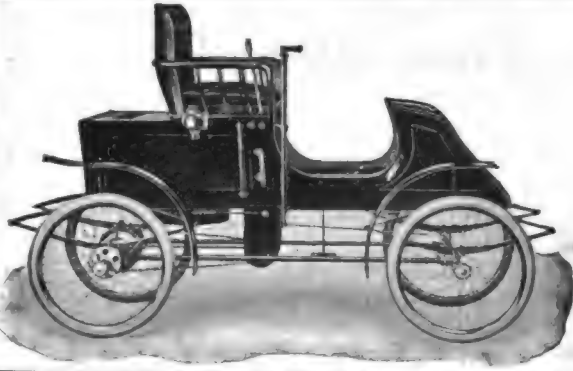
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You Cannot Burn or Scorch the Boiler

IN THE

PRESCOTT STEAM CAR

The Car of Maximum Efficiency and Minimum Trouble. Self-Contained and Can be Handled by a Novice

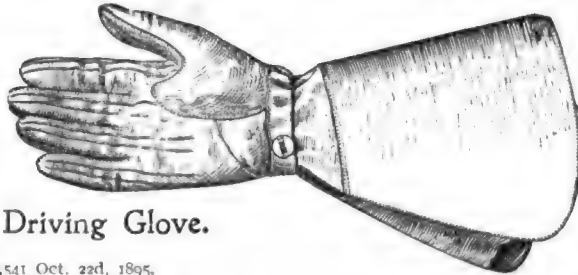
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FOWNES AUTOMOBILE GAUNTLET

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Grip Gauntlet Driving Glove.

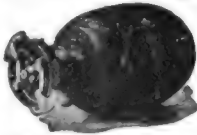


U. S. Patent 518,541 Oct. 22d, 1895.

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MOSLER'S Sparking Plug "SPITFIRE"

Pat. April 22, '02.

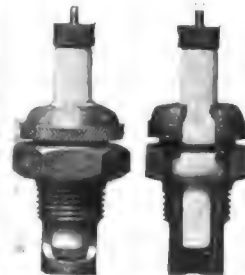
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This Gauntlet Glove can be had either in black or russet leather, \$2.50 per pair.

AUTOMOBILE AND DRIVING Gauntlet Gloves

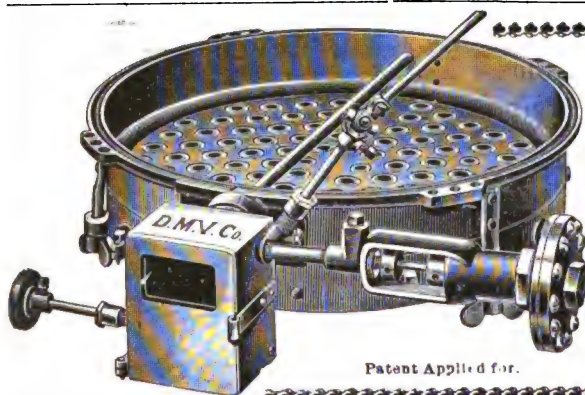
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One-Piece Cast Iron Burner. Can't Warp or Leak. Will not Burn Back or Blow Out. Pilot Light Burns constantly. Generator and Pilot Light can be Attached to other Burners. Send for descriptive circular.

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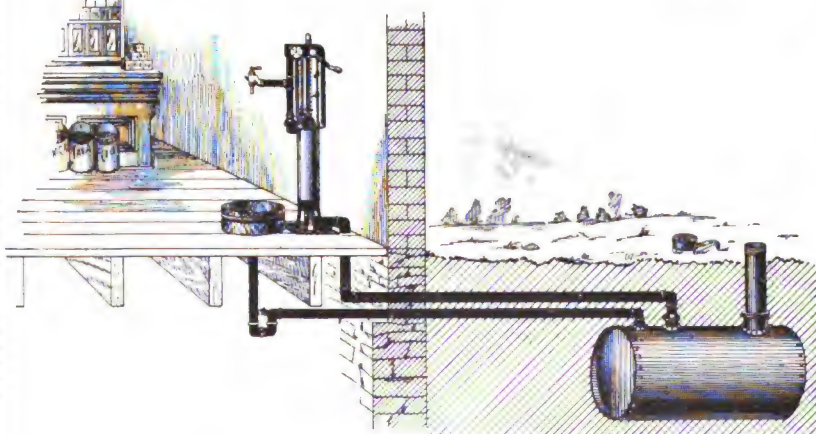
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KELECOM

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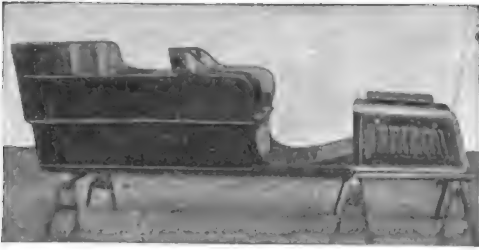
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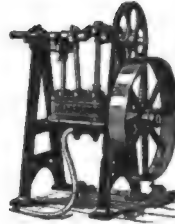
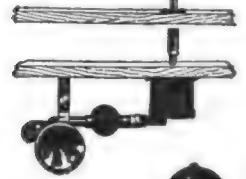


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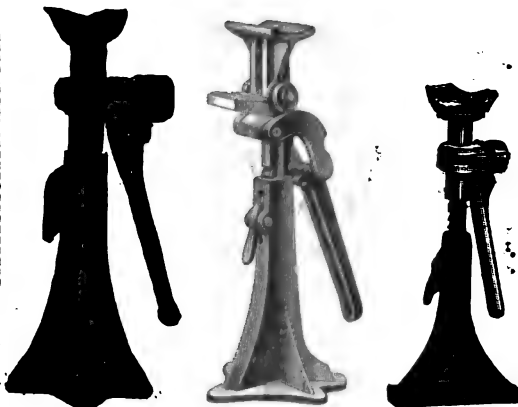


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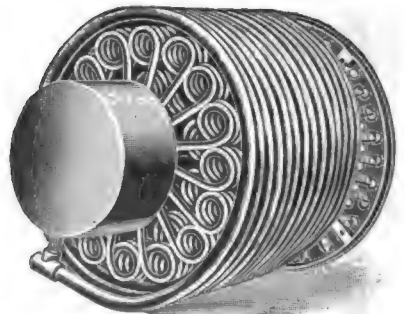
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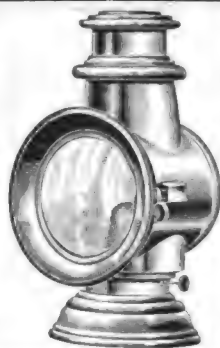
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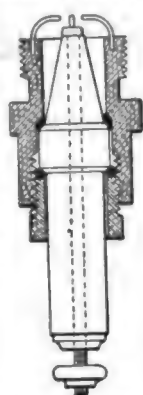
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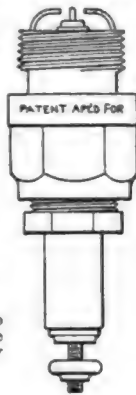


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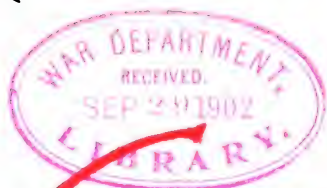
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Rhode Island Club Races

Licenses for Automobilists



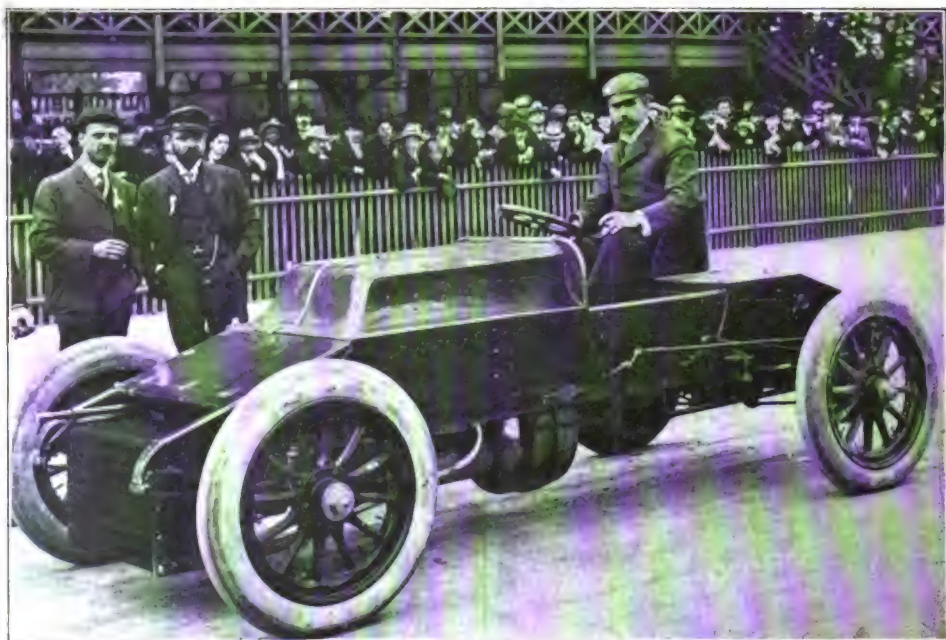
Automobile Topics

Illustrated.

Vol. IV.

NEW YORK, SEPTEMBER 27, 1902.

No. 24



ALEXANDER WINTON IN HIS WORLD-FAMOUS "BULLET."

(Taken at Cleveland just before making his record for one mile and ten miles.)

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SEPTEMBER 27, 1902.

NO. 24

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AN AUTUMN DRIVING COSTUME.

Automobile Topics

Illustrated.

VOL. IV.

SEPTEMBER 27, 1902.

No. 24

Rhode Island A. C. Races

PLENTY of local enthusiasm, combined with perfect management and not a little uncertainty about the weather gave a capital afternoon's sport at the Rhode Island Club's meeting at Providence on Wednesday. For everyone of the dozen events on the card there were from five to fifteen contestants, most of whom faced the starter. Big cars or racing machines were remarkable by their absence, the two Wintons, the Bullet and the Pup being the only representatives of this class, with the exception of the Cannon steam machine.

The inclusion of the two Winton racers, however, was only fitting in view of the prominent part played by Winton cars in the day's racing. Had the program been arranged as a Winton carnival it could hardly have given greater prominence to the Cleveland made vehicle. The second half of the card beginning with a race for Winton touring cars—which, by the way, was the most interesting event of the day—was practically all Winton. Nor was it the less enjoyable on that account. On the contrary, some disappointment was felt because there was not quite enough Winton, inasmuch as Alexander Winton himself did not finish his attempt to lower the ten-mile track record.

While it is true that several records were sent "a-glimmerin'," the fact was due to the excellence of machines and drivers rather than to any facilities the track affords for record breaking. Shaped like a pear, with the narrow end which is practically one sharp curve at the first quarter, the back stretch is uphill until the bend. Then comes a long stretch before reaching the home stretch turn. The whole track is somewhat wavy and not particularly high banked. As a result there was scarcely a machine, not even excepting the little motorcycles, which was able to negotiate the first sharp bend, at the narrow end of the track, at anything approaching full speed. This makes the several record breaking performances all the more praiseworthy. And let it be said that in so far as the Rhode Island Automobile Club could make it so, the track was in perfect condition, as indeed was every detail in connection with the management of the affair, with the possible exception of the official timekeepers' watches, which seemed

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to have a curious knack of lagging behind the dozen stop-watches on the press stand or in the hands of spectators on the grand stand. Time and again a comparison of watches on the grand stand resulted in a mere fraction of a second difference between them, but when the official timekeepers announced their view of things it was nearly always a second or two slower. In one instance this discrepancy amounted to no less than six seconds, an announcement which evoked considerable protest. Thereupon the official stopwatches were revised for correction and the superfluous six seconds were lopped off. This, however, was a mere detail which did not detract from the day's sport.

There was no little anxiety as to the weather outlook when the grounds began to fill with early contestants and privileged spectators. Ominous black clouds in the west threatened an approaching downpour, while a strong southwest wind made the uphill back stretch most difficult to negotiate.

The first race, five miles for motorcycles, was hardly an interesting affair. Before the first lap had been covered by Mr. Holden in an "Indian" machine he proved his ability to outstrip any of the eleven machines in the race. As a result he took the lead and finished easily half a mile ahead of the field.

Knight Neftel's new electric car loomed up big alongside the six competitors entered for the second race, two miles for electrics (open class). The disparity in weight was no less marked in the speed shown by the respective vehicles. After taking things easy for half a mile, Neftel let his car go and thenceforward there was nothing else in the race.

A genuine surprise was the third race, three miles for regulation steam stock cars, for which five out of the six cars entered faced the starter. From the start the Locomobile took the lead, and seemed able easy enough to hold down the balance of the crowd. Closely at his heels a Stanley, driven by one of the Stanley brothers, made it a good race, while a White steamer and a Toledo fought for third and fourth places. In this order the first mile was covered, the gap between the leaders and the third and fourth cars increasing at every quarter. After this, however, the Toledo suddenly began to pick up and in a few moments had outstripped its nearest neighbor, the White. Then it quickly covered the intervening gap and was abreast the Stanley, which had dropped behind the Locomobile. A stiff race ensued then, as Stanley, who appeared to be regarding the car ahead simply as a pacemaker, found his position contested by the newcomer. But the struggle was soon over and at a smart pace the Toledo overhauled the Locomobile, passing ahead easily and winning the race by a hundred yards.

Alexander Winton's attempt to lower the world's ten-mile record was the next event on the card, and as it was the first appearance of the "Bullet" even for trial purposes, curiosity was on keen edge to see the famous record breaker. After a warming up mile, Winton took the word from the inside rail and his flat-shaped car spun ahead, shooting half way across the track in negotiating the sharp corner. The lesson of this move was not lost on the driver who, as his car neared the judges' stand at the close of the first mile, instead of hugging close the inner rail, swung out wide in order to minimize the curve. Stop watches on the grand stand and press stand gave 1:05.4-5 for the first mile, but the official timekeepers called it 1:06½. In the second mile it was evident that the change of tactics at the sharp bend had lessened the time, though it was yet far from equaling

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the same machine's record at Cleveland last week. The sharp curve and steep back stretch in the face of a strong wind was too much. Hence, though the time at the end of every mile was ahead of records for the track, it was not a surprise when at the close of the sixth mile Mr. Winton was seen crawling toward the judges' stand, having given up the attempt owing to conditions of the track.

"It was too wavy," he afterwards explained, "and that sharp bend at the first quarter was too dangerous to allow of my letting the machine out to its best."

The fifth race, for gasolene carriages under 1,300 pounds, was not particularly exciting, a "Stevens-Duryea" proving itself more than a match for the other lightweights.

In the race for Winton touring cars, however, there was another bit of excitement when the last man for the first mile, F. E. Tudor, Jr., who had been



WINTON'S BULLET MAKING A MILE IN 1.02 $\frac{1}{4}$.

The peculiar sloping background of this picture is the result of swaying the camera, necessary for an instantaneous snap shot of a machine going at such a speed.)

similarly placed in other races, suddenly got a move on and succeeded in overhauling and leading every other Winton car before the five miles had been covered.

George C. Cannon's appearance on the track in an attempt to lower his own record, 1:07 2-5, was the signal for the first outburst of applause of the day. The young Harvard man and his curious shaped machine, which someone christened the "Cannon Ball," had already made several trials of the track at what was said

AUTOMOBILE TOPICS

to be phenomenal speed. The sympathies of the crowd, too, were in favor of the young fellow, who is modest as his machine is fast. After the preliminary mile for warming up, the word "Go" was given while the machine was at its best. Experience had taught the young driver how to turn the awkward corners and he passed the quarter post in 16 1-5 seconds. The half mile, which included the uphill piece against the wind, was passed in 33 seconds, the three-quarters in 48 4-5 seconds and the whole mile in 1:05 flat. The official timekeepers gave one-quarter second more, but there were more watches which clipped off quite as much from the five seconds.



C. B. SHANKS IN WINTON'S "PUP," CLEVELAND A. C. RACES.

The eighth race, for gasoline cars over 1,300 pounds, was the signal for the first appearance of the Winton Pup, driven by Percy Owen. Against this marvelous racing machine there were four others entered, but none of them were anywhere near being in it from start to finish.

Another successful attempt at record breaking by Cannon took the place of the match between Cannon and Howard, which was the next number on the card. In this the little steamer was again successful, making the circuit of the track five times in 6m. 5sec., though the official timekeepers at first called it 6m. 11sec. Upon a general protest being expressed, this time was amended to agree with everybody else's watch.

The tenth race, five miles, free for all, for gasoline cars, was robbed of interest owing to the fact that only the Bullet and the Pup appeared out of the five

AUTOMOBILE TOPICS

entries. A third car, a Darracq of very mediocre power and steered by a driver in multi-colored raiment, was regarded by the crowd as an attempt to give a humorous turn to the race. Its intrusion, however, prevented Mr. Winton carrying out his intention to complete the ten miles for a record, the presence of a car on the track making such an attempt positively dangerous. As a result he allowed the Pup to get away ahead and remained behind until half the first lap had been covered. Then the Bullet put on a little speed, but not sufficient to overcome its younger stable companion.



CANNON RACER WHICH MADE A RECORD MILE IN 1:05 AT PROVIDENCE.

SUMMARY OF RESULTS.

First Race.—Motor Bicycles. Five miles.

G. M. Holden, "Indian," first.

John M. Farr, "Orient," second.

F. E. Domina, "Thomas;" L. F. Noel, "Orient;" F. Tudor, Jr., "Orient;" F. W. Godfrey, "Orient;" O. Hedstrom, "Indian;" S. P. Callahan, "Orient;" Russell M. Dana, "Orient;" Joseph Bowden, "Columbia;" and William Chapman, "Columbia," also ran. Time—6m. 34 2-5sec.

Second Race.—Open Class Electrics. Two miles.

Knight Neftel, "Neftel," first.

W. G. Titcomb, "Waverley," second.

Arthur J. Feltham, "Waverley;" A. S. Lee, "Waverley;" E. P. Mason, "Buffalo;" C. F. Peckham, "Waverley," and E. L. Thompson, "Waverley," also ran. Time—4m. 23sec.

Third Race.—Regulation Stock Steam Cars. Three miles.

American Cycle Manufacturing Co., "Toledo," first.

Locomobile Company, America, "Locomobile," second.

AUTOMOBILE TOPICS

Central Auto and Storage Co., "White;" Fred A. Wilson, "White," and W. H. Talbot, "Stanley," also ran.

Fourth Race.—Alexander Winton. Ten miles for world's record. Time by miles: 1:06½, 2:11, 3:17 3-5, 4:25, 5:30¾, 6:39—then attempt abandoned.

Fifth Race.—For Gasolene Carriages under 1,300 pounds. Five miles.

J. Stevens Tool Co., "Stevens-Duryea," first.

H. H. Shattuck, "Oldsmobile," second.

F. B. Reynolds, "Knox;" George Reed, "Knox;" Kenneth A. Skinner, "De Dion," and F. Tudor, Jr., "Waltham," also ran. Time—7:42½.



ALEX. WINTON AND C. B. SHANKS, JUST BEFORE THE START.

Sixth Race.—George C. Cannon. One mile for world's record. Time: Quarter, 0:16 1-5; half, 0:33; three-quarters, 0:48 4-5; mile, 1:05¼.

Seventh Race.—"Winton Touring Cars." Five miles.

F. Tudor, Jr., first.

J. B. Mills, second.

George H. Morrill, Frank Townsend, George Otis Draper also ran. Time—9:13¾.

Eighth Race.—Gasolene Cars over 1,300 pounds, limited to 30-hp.. Five miles.

Percy Owen, "Winton Pup," first.

Auto Headquarters, "Stearns," second.

F. Tudor, "Winton;" Harold H. Brown, "Darracq;" G. Otis Draper, "Winton," also ran. Time—6:25¾, track record.

Ninth Race.—George C. Cannon. Five miles to beat the world's record—6m. 43 1-5sec. Time: 1:11 3-5, 2:25 3-5, 3:40 2-5, 4:53, 6:05.

AUTOMOBILE TOPICS

Tenth Race.—Gasolene Cars. "Free to All." Five miles.

Percy Owen, "Winton Pup," first.

Alex. Winton, "Winton Bullet," second.

Harold H. Brown, "Darracq," also ran. Time—6:43½.

Eleventh Race.—For Winners. Sweepstakes. Five miles.

Percy Owen, "Winton," first.

Prizes for each event were \$100 for first and \$50 for second, either in cash or plate at the winner's option.



CLEVELAND A. C. RACES. A PRETTY LINE-UP.

Detroit Meeting Postponed

CONSIDERABLE disappointment was felt at Detroit last Friday and Saturday, owing to the fact that Grosse Pointe track, where the automobile races should have been held, was in such a condition that racing was impossible. Owing to the conflicting attraction of the Presidential visit this week, and the departure of most of the racing men for Providence, it was decided to postpone the meeting until Monday and Tuesday next, September 29 and 30. The Eastern contingent, including Mr. Winton, and other Cleveland racing men, were entertained by the Detroit Automobile Club at their club rooms on Friday evening. In discussing the most available day to hold the adjourned meeting, it was decided that next week would be suitable all around. In the meantime the Providence races, and the meeting at Joliet, Ill., will keep racing men busy. Mr. Whitney, on behalf of the Detroit Club, announced that the tickets sold for the meeting last week still hold good for September 29 and 30, and the original programme will be adhered to.

The Detroit Club is justly proud of its new club rooms, which were opened last week. The club now has 60 members, all automobile owners, and there are 30 applications for membership on file. As there are over 180 automobilists in Detroit, it is expected that the roll of membership will, in a short time, be doubled.

The club rooms are above Mr. Metzger's Automobile Repository, where his

AUTOMOBILE TOPICS

repair shop and storage room is of great convenience to club members. Mr. Metzger handles the Columbia electric, also Waverley and Toledo steam and gasoline vehicles.

The officers of the Detroit club are: T. H. Newberry, president; Russell A. Alger, Jr., first vice-president; Henry B. Joy, second vice-president; Philip H. McMillan, third vice-president; W. H. Burtenshaw, secretary; D. M. Ferry, Jr., treasurer. The articles of association and by-laws of this club is a neat little publication, in handy form.



ROLLIN WHITE IN HIS WHITE STEAM CAR WHICH BROKE FIVE MILES RECORD AT CLEVELAND RACES.

White Steam Carriage

ONE of the most successful cars at the recent race meet for automobiles held at Cleveland, O., on September 16 last, was the White steam carriage.

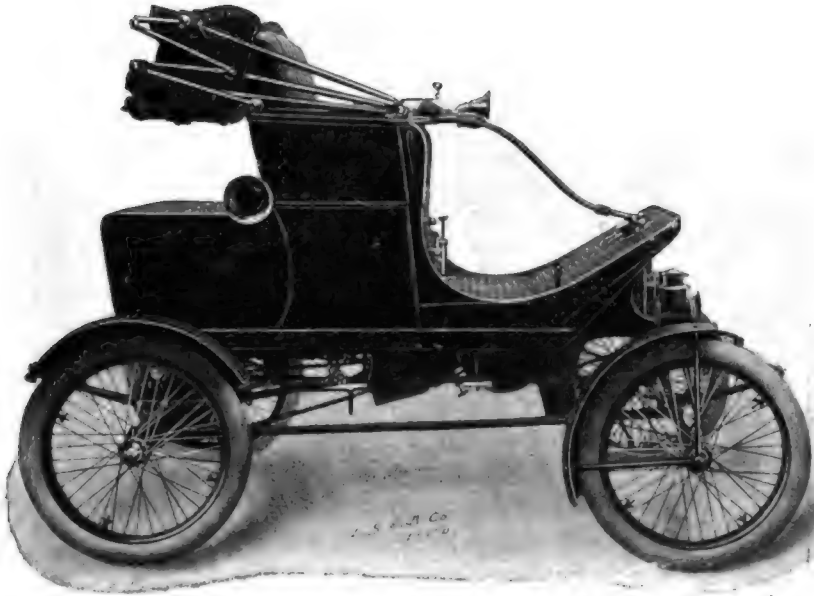
Everyone watching the events expected these vehicles to do well, but they were more than pleased when it was announced that the White machine had established new records for the distance from one to ten miles, which were done this year in 14 minutes, 59½ seconds, as against the White machine's own record of 16 minutes, .05 5-7 seconds, made last season. That this make of car is popu-

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lar there can be no doubt, and so a short description of their working parts may not come amiss.

In the fact that White carriages have steam generators, while other vehicles of somewhat similar design have boilers, rests their principal claim to fame. In other words, the white vehicles are run on the flash tube generator system. That this generator has none of the disadvantages peculiar to the boiler, and that in localities where the boiler inspectors might make trouble that it is not amenable to the boiler inspection laws, is the claim advanced by its makers.

Helical coils of seamless tubing, placed one above the other, and surrounded by a casing of insulating material, make up the device. At the bottom, heat



WHITE STEAM CARRIAGE.

is applied by means of a burner. Water entering at the top is prevented from passing through the successive coils below by gravity, by means of the tube connections, and is held in place entirely subject to the action of the pump. In this way, the manufacturers claim, the White cars have a generator in which none of the conditions of a steam boiler are present. Water entering is at all times in the top of the coils, while the steam is below, and is emitted from the lowest coil next the fire. Boiling water is not used to generate steam, and a feed-water heater is supplied by the upper coils. Water is converted instantaneously into steam at some variable point in the lower coils, depending on the consumption of steam by the engine. Claims are made by the White Company that its generators are absolutely non-explosible, and cannot be burned out, and that these results are all obtained without the use of fusible plugs or other mechanical devices. Scale is said never to deposit on the generating coils to any

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serious extent. Steam pressure automatically controls the water supply, which means that all hand regulation of the water by the operator is done away with. Superheated steam comes from the lower coils, and is perfectly dry.

A special device, the property of the White Company, regulates the fire so as to furnish steam to meet all requirements. All this is said to take place without any care or thought on the part of the operator. Further claim is made that the carriage can be run until the water supply is entirely exhausted, and that it



WHITE STEAM DELIVERY WAGON.
(Two of these cars entered in Boston Reliability Run.)

only comes to a stop by reason of lack of water in the generating coils, without the slightest danger of explosion or damage to the coils. Only a new supply of water is necessary to insure further progress.

Pilot light and a large burner go to make up the burner itself. A constant flow while the carriage is in use is kept by the pilot light, which fires the main burner. This, under the control of its automatic regulator, is being turned off and on as the steam conditions require. Vaporization is also effected by means of the pilot light.

When there is any danger of freezing, all the water can be drawn quickly from it by disconnecting a union in the water-supply pipe to the pump and connecting it to the air supply, when, by the use of a hand air pump, and opening the exhaust valve, all the water can be drawn from the coils of the generator.

All the main journals and eccentrics on the two-cylinder, double-acting engine

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are ball-bearing, and very large in diameter. Perfect fits are made of the sides and cross-heads by grinding and hardening. Lubrication is by oil cups, the cylinders being lubricated from a cup of special design, which is at all times under the control of the operator.

Two arched trusses of heavy seamless tubing, connected by two hickory reaches, compose the running gear. Attached to the arched trusses are four springs, which carry the body, the four wheels being connected with the four trusses by swivel joints. Proper alignment of the front wheels at angles is assured by connecting these together, which are in turn connected with the steering handle by a simple arrangement of levers, which are pivoted on the body of the carriage. In this way vibration to the hand when traveling over rough roads is entirely obviated.

Two parts connected by a compensating gear compose the driving axle to which the rear wheels are fitted.

Capacity for gasolene sufficient for a run of 75 miles is provided. Back of, and partially surrounding the casing of the boiler, is the water tank.

Throttle control provides for the variation of speed in the engine which, under good conditions, the makers say, will drive a White carriage at a speed of 30 miles an hour.

A White steam delivery wagon is now to be seen at the exposition display of the Pittsburg Automobile Company. Heretofore, not so much attention has been paid to delivery wagons in the city, perhaps because the dealers have found they had all they could do to meet the demand for pleasure vehicles. But now the delivery wagon will be given a chance, and that the White will do the work more economically and in a cleaner way than can be done with horses, it will be proved. A purchaser's only requirements are that the motor delivery wagon does its work



WHITE STEAM CAR WITH HOOD UP.

well and cheaply and this the White has the ability to do. Visitors are invited to inspect the motor vehicles at the Pittsburg Automobile Company's booth in Machinery Hall at the Exposition.

American Cars Ahead

OFFICIAL figures of the recent 650 miles reliability trials of the Automobile Club of Great Britain show that of the 56 automobiles to finish only two cars are credited with a perfect score, and one of them is of American manufacture. The machine that upheld America's position in automobiling was a 6-hp. White steamer, operated by W. C. White. The other White steamer that was entered lost 10 points on the first two days. The rules provide 300 points

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for each day, and the winning car showed 1,800 points for the week. The only other car to make the same record was a Wolseley, which was one of four cars of the same make that was entered.

The work of the White steamer was a surprise to English automobilists, for none of the other cars in the same class managed to come anywhere near the figures. In one day's fuel-consumption test, the White steamer used only 13 quarts of gasolene, while its mate that lost a few points consumed 12 quarts, 1 pint and 10 ounces.

Four Locomobiles that started, finished with creditable scores, one of them making 1,784 points. It used a little over 23 quarts of gasolene in the fuel-consumption test.

The cars were classified according to selling price, and the White steamers were entered in Class C, which was for cars selling at from \$1,000 to \$1,500.



THE GASOLENE LOCOMOBILE, 1903 MODEL.

Locomobile Gasolene Car

AN entry in the Boston Reliability Run which has been the subject of considerably discussion is a Locomobile gasolene car entered by A. L. Riker, and manufactured by the Locomobile Company of America. This is an entirely new departure in the line of Locomobile machines, the firm's reputation being hitherto identified with the ubiquitous steam carriage which has become world famous.

The new Locomobile gasolene car is designed by A. L. Riker. The engine is of the multi-cylinder type, situated in front, the large car having four cylinders

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and the smaller car two cylinders. A feature of the engine is the improved throttle control, which permits the carriage to be run very much like a steam carriage. In other words, the carriage can be run slowly through crowded streets, thus obviating any danger of overheating the motor. The carriage is built on French lines to run on American roads, and is fitted with many important improvements. With the high-speed gear it runs in every way as smoothly as a steam carriage, and has ample power, so that there is very little occasion to drop back into a lower gear.

The large, 12-hp. car will weigh about 2,000 pounds, and consists of a rectangular steel platform placed on four 32-inch artillery wheels, this underframing containing the engine, steering connections, etc. This chassis can be equipped with any style body, and will be built in two sizes—12-hp. and about 8-hp.

The Locomobile Company of America is building gasolene carriages because it believes for touring the gasolene car has many advantages, but believes for all



NEFTEL ELECTRIC CAR.

around work there is nothing so good as steam, on account of its great hill-climbing powers, ease of control and absolute quietness of operation.

The new machine steers with a wheel, has powerful brakes, and its working parts are easily accessible, particularly the engine valves. The gears are easily changed, and run with little noise and vibration. While built for touring, this style of car has covered a mile in 1:08.

The company will build two sizes of gasolene carriages—a large car having 12 nominal and 18 developable horse power, to sell for \$5,000, and a smaller car of about 8 nominal horse power, to sell at a lower price. Ten of the large cars are being built—the first one having been completed early in the summer and having been run about 4,000 miles—at Chicopee Falls by the Overman Automobile Company, a concern which has a close business alliance with the Locomobile Company.

The Automobile in Europe and America

II.

FRENCH and English automobilists are setting a good example to the American users of motor cars. In France and Great Britain, automobile manufacturing concerns obtain strong and substantial support from their respective peoples. For example: In England it is acknowledged that in the building of most types of motor carriages and wagons the French industry leads the English in many ways. Still there is hardly one of the more wealthy automobile enthusiasts in the Automobile Club of Great Britain who does not own at least one, and in some cases several, English cars. This desire to protect and foster the ever-growing and popular automobile is very apparent in both France and England. If wealthy American automobilists would place at the disposal of American motor vehicle manufacturers a support half as strong as they now give the French makers, and of such a kind as the Automobile Club of Great Britain has given the English industry, we probably would, within a very short time, place to our credit such victories as M. Marcel Renault's in the Paris-Vienna race, and Mr. S. F. Edge's in the Gordon Bennett contest. The pride of France is well known to be closely bound up in the future of her automobile industry, and that such a feeling is taking a strong hold of all England is understood. On the other hand, American builders are not only meeting with, but are forced to combat, the prejudices of those who, not knowing the real value of the automobile, or who, knowing, allow their envy of those possessing machines, to overcome their reason, attack the use of the motor car both as a means of innocent recreation and as a commercial factor.

All over Europe the tendency is to take up the small car. In no place more than Paris is this more clearly to be seen. For racing purposes the houses of Mors, Panhard-Levassor, Renault, Darracq, etc., are turning out very high powered vehicles, and it should be well noted that they are for racing purposes only. Such vehicles, after having been put through their paces, are sold to the French commission dealers, who find in the field of the export trade the handiest and most profitable place on which to work off repainted and varnished cars.

Since the Paris-Vienna race the demand in France and England is for the small Voiture Darracq, Peugeot, Georges Richard, Renault, and also the smaller types of Mors and Panhard. The 9 to 16-hp. automobile has the preference over anything else, judging by the number of these kinds of cars sold. The reasons given for this are that they are not so fast that it is a dangerous experiment for anyone but an expert to operate them, and then that they are sufficiently powerful to meet all ordinary requirements.

The latest developments in purely technical matters are those along the line of motor trucks and wagons, to be used in commerce, and electrical power transmission for gasoline machines. Nothing startling in its originality has been developed of late. The English concerns seem to have operated far ahead of their Continental rivals, so far as the commercial vehicle goes, and the Lohner-Porsche system of electrical transmission is now being tested by the Panhard-Levassor Company with a view, I am told, to adopting it, if satisfactory.

A fact which impresses itself most strongly on any observer is in the marked

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improvement that has been made during the past year in the matter of the design of almost every European car. Mechanically, the vehicles are better built, and their parts are assembled in a more scientific fashion. In many styles of cars much has been done to simplify the machinery. Parts do not have the appearance of having been inserted as an afterthought, without reference to the symmetry of the plan of structure. Carriage work, too, in all its phases, is becoming better every day in the French and English motor cars. Where, a few years ago, the work was crude, the finish is now most excellent in every respect. Altogether it can be well said that this year's French and English vehicles are infinitely better than those of last, because they are more practical, and that the French and English types of next year will be a still further advance on this season's cars, there can be no doubt.

WILLIAM H. MAXWELL, JR.

Mud-Throwing Motorphobiacs

MOTORPHOBIACS of the hoodlum type will probably give a wide berth to Edward Hayes, of the firm of Barry & Hayes, after the experience one of their class had at his hands on Monday.

Mr. Hayes was riding with his sister in his automobile along Eighth avenue, when Greenbaum, a street hoodlum, 21 years of age, conceived the brilliant idea of throwing mud at the passing vehicle. Mud is plentiful along Eighth avenue these days, and Greenbaum seized a handful, which he hurled at the occupants of the car. The offensive missile struck Miss Hayes full on the cheek, a portion of the mud flying past to Mr. Hayes' face. A chorus of guffaws from the gang of hoodlums who stood beside Greenbaum greeted the accuracy of his aim.

But Mr. Hayes changed the tune of the young ruffians a few seconds later. Stopping his machine, he jumped out, and hurried back to the spot where the gang were glorifying over Greenbaum's act. A well-planted blow sent the young ruffian to the ground like a ninepin, and as he arose to his feet he received as good a thrashing as ever he had, though probably not equal to his deserts.

The arrival of a policeman completed the discomfiture of the young ruffian. He was at once arrested, and next morning fined five dollars.

Motorphobia of the hoodlum variety needs a few men like Mr. Hayes for its effectual suppression.

Judicial Encouragement to Street Ruffianism

THE stupid un-American prejudice against automobiles, which is aroused by their mere novelty, has found sympathy on the bench.

Sunday afternoon, on Eighth avenue, New York, a hoodlum, 21 years old, and therefore not an irresponsible boy, threw mud at a passing automobile which held a Mr. Hayes and three ladies. Mr. Hayes was nearly blinded, and the clothing of his frightened companions was befouled. A bicycle policeman pursued Joseph Greenbaum, the hoodlum, and he appeared as a prisoner yesterday before Magistrate Crane.

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For this act of wanton ruffianism, which should have been punished with a month's imprisonment at least, *Magistrate Crane imposed a fine of \$5.*

In June last a lady was knocked senseless with a heavy tin can while an automobile in which she sat with her husband was under street bombardment. The boy who committed this murderous assault was sentenced to a reformatory for three months, but Alderman Thomas Baldwin secured a little cheap notoriety by rushing forward with bail. Suppose the lady had been riding in a carriage instead of a machine, would Alderman Jackass Baldwin have interested himself in behalf of her assailant?

It is the duty of the courts to make examples of the savages who express their disapproval of a new mode of conveyance by offering violence to persons who use it. The automobilist is entitled to the protection of the law equally with those who ride behind horses, and until that fact is driven into the heads of stone and mud flingers by the landing of some of their number behind the bars, we shall continue to have these outrageous and disgraceful attacks.—New York American and Journal.

What to Wear This Fall

MODISTES are beginning to get busy now with orders, in anticipation of colder weather. The increased number of fair automobilists who will require garments for this season of the year has already caused quite

a little flurry. Designs for autumn wraps are eagerly looked for, and we publish in this issue a few of the latest winter models from Paris and London.

The full-page illustration shows a pretty, though plain, dark nasturtium-colored smooth serge gown. The sole trimming consists in collar, cuffs and waist belt of nasturtium velvet, of a brighter shade than the serge. A silk ruffle in another shade of the same charming and becoming autumnal color, edged with mink, and with long stole ends, completes a warm, charming and cosy costume. A plain though pretty hat, with a silver buckle, and a slight trimming of velvet to match that worn on the gown, completes the car outfit. Pheasant's wings would look lovely on this hat, and would repeat the warm and seasonable tinting of the scheme. The motoriste so attired presents the charming tints of the sun-kissed foliage of the season.



FUR COAT AND SKIRT.

The Automobile in Society

MISS HELEN M. GOULD, who has recently returned to her country home at Tarrytown, from a trip to Roxbury, N. Y., has learned a great deal about roads, and naturally is much interested in their improvement. The route which Miss Gould followed has already been described in *Automobile Topics*, and Miss Gould has now become a convert to the good roads movement.

Mr. and Mrs. Arthur J. Eddy, of Chicago, reached Quebec last week Wednesday in their automobile. They left their home some two weeks ago, and had a most successful trip. Later they may come to New York.

When President Roosevelt visits Chicago, on October 3, he will enjoy various trips about the city by automobile. Mr. F. C. Donald, the president of the Chicago Automobile Club, has placed 15 automobiles at the disposal of the President's party, with a like number of competent chauffeurs.

A party of Chicago society people recently took a run by automobile to Grand Rapids, Mich. In the party were F. C. Donald, Mr. and Mrs. Frank Mudd, R. Harry Croninger, W. H. Hoops, Dr. F. C. Green, H. F. Hoops, J. D. Webster, Howard Hoops, L. A. Miles, Robert Drew, F. O. Tallman, Charles Bartley, W. H. Smith, Mr. and Mrs. S. Baxter, B. M. Young, G. S. Chapin, and W. W. Robinson.



SUSLIKY COSTUME.

Mr. and Mrs. Leonidas Keating, of New York, were among a party of automobilists which visited the Cleveland races from Chicago on their automobiles.

Mr. W. J. Lewis, of Pittsburg, has recently purchased a Haynes-Apperson automobile, and is planning a number of trips.

A party of Utica automobilists have recently been touring central New York State in three Winton automobiles. In the party were Mr. and Mrs. William Lovejoy, Mr. A. J. Seaton, Mr. A. V. Brower, Mr. W. H. Birdsall, Mr. J. A. McGregor, Mr. Carl Chandler, Mr. George Snyder, and Mr. Hugh B. McCarty.

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LIONCEAN EMPIRE COAT.

Several pictures of Boston automobilists, given in last week's issue, were obtained by courtesy of the Boston Herald, to whom due credit should have been given. Unfortunately, during the rush of late copy incidental to the Cleveland races, this was overlooked.

Miss Mary Belle Daily, dramatic soprano, has adopted the novel plan of making her journeys between cities where she has engagements, in her automobile. Accompanied by her mother, she left New York this week for Larchmont, where she sang at a concert. From there she goes to Hartford and Boston, after which her itinerary takes her across the continent. Miss Daily acts as her own chauffeur.

Queen Maria Pia, of Portugal, is the latest royal convert to automobilism, Her Majesty having become the possessor of a splendid 12-hp. car.

Tomato Can Speed Tests

ANOTHER victory over the Cocks anti-speed law and the motorphobic fanatics was achieved in the hearing of the appeal against Mr. W. D. Guthrie's chauffeur, Dietz, on Saturday last. Incidentally the case attracted unusual interest, as showing up the methods of the self-appointed Protective Association, which is seeking to banish the automobile from Long Island. Their methods in this case certainly proved a boomerang, and ought to shut off the contributions to the funds of the association.

The evidence in this case was hardly sufficient to hang a yellow dog. Half a dozen loafing deputy sheriffs were secreted in the woods which skirt East Norwich road, at Oyster Bay. In order to make a showing for the \$60 a month which these worthies receive for loafing in the woods, one of their number was made to keep a lookout for approaching automobiles, while the balance of them slumbered in peace. Upon the approach of an automobile the lookout man informed his brethren, who thereupon signaled the fact to another member of the gang an eighth of a mile further on in the woods. The method of signaling was on a par with the intelligence of the men selected for the work. A string run through screw-eyes fixed into tree trunks, connected the two gangs of watchers. Between the two posts this string took a somewhat zigzag course, according to the location of the trees, right and left, frequently rising to a goodly height, and anon descending to a lazy man's level. At the end of the string, where the

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slumbering deputy was to receive the signal, a device fashioned from an old tomato can and a rusty sleigh bell, was attached to the end of the string. After yanking and jerking at one end of the crude apparatus, it was odds against the chances of the sleigh bell and tomato can signal awaking the man at the other end. It was on this kind of evidence that Mr. Guthrie's chauffeur was arrested, and Mr. Guthrie's daughter subjected to the indignity of being driven to the country police station. Tests were made of this ridiculous apparatus in comparison with reliable tests made on the straight road. It was found that several seconds elapsed before the tomato-can-sleigh-bell arrangement jangled at the other end.

"But this loss of time was so much in favor of the defendant," pleaded the astute district attorney, in his eagerness to secure a conviction.

Mr. Guthrie had no difficulty in riddling such an argument. While the zigzag string apparatus was waking up the somnolent deputy sheriff at the other end, the automobile, he showed, had already passed probably half the distance of the measured stretch. Naturally, therefore, the stop-watch fiend at the far end showed a speed many times in excess of what it was exactly.

Justice Franklin, after giving a very patient hearing to the evidence of these deputy sheriffs, very properly threw the case out of court.

In a circular soliciting subscriptions of five dollars apiece from motorphobics, the egregious Long Island Highway Protective Association makes this specious plea:

"There is no desire on the part of the society to antagonize the legitimate enjoyment of the highways by automobilists. The society is not against the automobile, but against its reckless use, and until offenses against the rights of the people on the roads by chauffeurs cease, the society will conduct a relentless war upon all such offenders. This society is organized for business, and means business, as its work already shows. We will collect legal evidence against all offenders, and will prosecute them to the full extent of the law, regardless of influence and social position. Defiance of the law no longer will be tolerated."

The circular, however, says not a word about arresting ladies on the strength of tomato can tests by loafing deputy sheriffs. The Asinine "Horseless Age," however, applauds this jimcrack device as a "curb to automaniacs," and unblushingly mentions that Mr. Guthrie's chauffeur was "convicted."

Drivers Should Be Licensed

MR. ALBERT R. SHATTUCK, president of the Automobile Club of America, in an interview with the New York Herald, expressed himself as heartily in favor of the license system for automobile drivers, agitation for the adoption of which began in this city during his absence.

"I am heartily in favor of the system of licensing motor vehicle operators," said he. "We have got to come to it in some form, and our club will take up the question at once. I am sorry that the wheelmen have forestalled us with an ordinance, and have taken upon themselves to attack the automobilists.

"An ideal system of license would be under a national law, which would

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issue licenses to operators just as they are issued to steamboat engineers. I fear, though, such a law would be unconstitutional. In its absence, we should strive for uniform license laws in the different States. These license laws should be State laws, and not pertain solely to individual cities, or a tourist would have to take out a license in every city through which he had occasion to pass."

Mr. Shattuck smiled at the suggestion that the examiners should come from the Automobile Club. "I fear the members could hardly give up enough time," he said, "to attend to the examination of two thousand or five thousand operators in this city."

According to Mr. Shattuck, nothing can be done in reference to the proposed Long Island speedway before the meeting of the legislature.

"I have not seen Mr. Vanderbilt or any of the gentlemen interested," said he, "since we met and talked the matter over. It is an enormous undertaking, and we will have to get legislative sanction to condemn property and construct the necessary bridges and subways."

Mr. Shattuck said that his equine school at Lenox had been abandoned, but that more than a hundred horses had been trained to the sight of automobiles before it was discontinued.



C. R. SHANKS, MANAGER FOR WINTON, CLEVELAND.

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

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JAMES P. HOLLAND, *Editor.*

WILLIAM EARLE BALDWIN, *Associate Editor.*

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VOL. IV. No. 24 NEW YORK, SEPTEMBER 27, 1902

PRICE TEN CENTS

AUTOMOBILE TOPICS is published weekly, by Automobile Topics, No. 29 West 42d Street, New York. Subscription price, \$4.00 a year in the United States and Canada, or in foreign countries within the Postal Union, \$6.00 (gold) in advance. Advertising rates may be had on application. Copyrighted, 1902.

Cable address—AUTOTOPICS, NEW YORK.

Telephone—4715-38th Street

By long odds the most interesting of the automobile trade papers is Automobile Topics.—THE NEW YORK AMERICAN AND JOURNAL, JUNE 23, 1902.

Automobile Topics, the leading motor vehicle journal of the country.—NEW YORK COMMERCIAL ADVERTISER, SEPT. 20, 1902.

Automobile Topics is by far the most interesting and the best edited.—EXTRACT FROM CIRCULAR OF THE NATIONAL ASSOCIATION OF AUTOMOBILE MANUFACTURERS, SEPT 1, 1902.

Automobile Topics, the foremost automobile publication in this country.—LENOX LIFE, AUG. 2, 1902.

Automobiling is well represented by high-class trade papers that furnish accurate information to tradesmen and operators. Prominent among them is Automobile Topics, a bright and breezy publication, that caters to the individual motorist, but which, from time to time, prints excellent articles on trade matters.—NEW YORK MAIL AND EXPRESS, SEPT. 6, 1902.

The Automobile and the Law

"Automobiles are not carriages; they are locomotive engines driven by steam, gas or electricity. As locomotives they have no more right on our streets and roads, except upon chartered railroad tracks, than the express trains of the New York Central would have to dash through the station and

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tear down Fifth avenue. To insist that no one should be allowed to take charge of an automobile without being trained and licensed, like other engineers, is good so far as it goes. But beyond this is the stubborn fact that there is no legal warrant for running these machines on public thoroughfares."—*Town Topics*.

THIS proposition is interesting. Probably *Town Topics* would admit that an automobile is a vehicle. The law is very explicit in defining all road vehicles as "vehicles or carriages," which terms are thus virtually synonymous. If the automobile is a road vehicle it must perforce be a carriage. As for the automobile being an engine, possibly there are lexicographic grounds for the assumption, although they cannot be found in common usage; but this is unimportant.

Our contemporary should have consulted a lawyer before formulating the last part of the paragraph quoted. Time and again courts of last resort, have, with entire unanimity, decided that neither State laws nor local ordinances can define what means of travel or transportation shall be employed upon the public highway. The right to use a street or road is fundamental. It is a personal right, and no one class of the community has rights superior to those of other classes. The traveler may use his own chosen means of conveyance—a horse, a bicycle, a camel, an automobile, or what not. Every person, however, in exercising his right to the highway must, under the law, proceed with reasonable care for the safety and unhindered progress of other travelers, and every person on street or road (or elsewhere) is answerable to general laws looking toward the security of life and property. Thus, as fully as may be possible consistent with his own lawful progress, the automobilist is holden to guard against causing accidents.

If one, in making use of his chosen means of locomotion on the highway, is injured through the act or omission of another, the question is not one of superior privilege, but whether, under all the circumstances, there is negligence imputable to some one.*

Persons employing horses as a means of travel or transportation have no rights on the highway superior to those who may employ other modes. So the objection urged against the automobile because of its tendency to frighten horses is not sustained by law and it is not obligatory upon the automobilist who sees a horse and carriage approaching to anticipate that the horse will be frightened. In the event, however, of a horse showing fright, it is undoubtedly incumbent upon the driver of the automobile to do everything in his power to prevent an accident. It has been held by competent legal authority that an ordinance requiring an automobile to come to a stop, provided an approaching driver of a horse raises his hand, is not legal, and that a court of appeal would hold that the automobilist need not necessarily stop unless the horse itself shows actual signs of fright.

In order that the rights of others may not be interfered with, the automobilist may be compelled by ordinance not to exceed a reasonable limit of speed; he may be placed under special restrictions in crossing bridges, when using parkways, or under other conditions lawfully subject to restrictions of local determination; but, as regards the ordinary use of the public highway, he has the same privi-

* Calhoun. *Law of the Road*, 1898.

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leges, and is under the same burdens as the driver of any other vehicle. He is not responsible for the timidity of other people's horses, nor for heedlessness on the part of pedestrians; but if he is charitable and sane, he will never insist upon his full legal rights to the peril of the life, limb or property of another.

The License Ordinance

THE ordinance pending before the New York Board of Aldermen, which proposes to license automobilists after examination into their fitness is on the whole a step in the right direction. That it should arouse much hostile criticism on the part of automobilists themselves, is not to be wondered at. The source from which the ordinance emanates is sufficient in itself to bespeak condemnation. Automobolism has suffered so much in the past from the follies of the bicycle era, and is even yet laboring under the burden of a lot of hand-me-down ex-bicycle trade papers with their camp following of amateur-professional yelpers, that it was only to be expected that an ordinance bearing on its features the birth-mark of L. A. W. paternity, should at once excite repugnance. For this, however, the automobilists have only themselves to blame. Either the Automobile Club of America or the American Automobile Association should have taken this subject in hand long ago and not left it to the fussy interference of a lot of bicycle cranks to take the initiative in bringing about a too long delayed reform.

However, as the further consideration of the measure has fortunately been delayed till October 9, there is still ample time for either the A. C. A. or A. A. A. to see to it that amendments are inserted which shall make the measure both reasonable and acceptable.

The proposition to license automobilists after examination is a just and reasonable one, and should certainly be adopted. The examining board should be independent alike of the A. C. A., A. A. A., or any other automobile organization, but above all it should be free from the taint of suspicion of being directly or indirectly connected with the L. A. W. Nor should the examination be confined to the drivers of machines. The machines themselves, especially those of foreign make, should be examined to the minutest detail by experts who are thoroughly familiar with the mechanics of gasolene, steam and electricity. The official certificate of fitness should set forth clearly the main features of the machine inspected. Furthermore, in connection with the permit thus issued, there should be a stipulation as to the marks of identification which an automobile should be required to carry. This identification should include besides the initials of the owner, an initial or abbreviation denoting the city where the license was issued, thus N. Y., Bky. (Brooklyn), etc.

Lastly, and most important of all, the restrictions as to speed should be amended according to the dictates of common sense. Eight miles an hour or twenty miles an hour are meaningless terms where the object is to prevent speeding along public thoroughfares. Make the ordinance read not less than so many minutes to a mile or pro rata for portions thereof, and it will then be practicable to prevent scorching. Make it equally applicable to scorchers of all kinds, bicycles,

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chauffeurs, or brewers' drays. Then it will be an ordinance which will command respect and obedience.

It is up to the A. C. A. and A. A. A. to see to this matter. Otherwise the officious L. A. W. will succeed in fastening another stumbling block to the wheels of the automobile.

Fournier-Searchmont New Factory

THE Fournier-Searchmont Automobile Company, having outgrown their present factory in Philadelphia, recently purchased a large tract of land, including the Trainer Mills, at Trainer, Pa. The necessary slight changes are now being made, and the company will begin to move into their new plant in



MAKERS OF FOURNIER-SEARCHMONT CARS.

about two weeks. Trainer is about three miles from Chester, Pa., and 16 miles from Philadelphia, on the P. W. & V. R. R.

The company wished to show the new plant to their men, and for that purpose chartered a special train from the Pennsylvania Railroad, consisting of an engine and four cars, and on Saturday afternoon last took a large number of their employes to look over the property. The men looked over the buildings and the land on which the company will erect houses, and surroundings, and returned to Philadelphia on the special train at about six o'clock.

The accompanying pictures give a pretty good idea of the train and its occupants.

Classification of Racers

To the Editor, *Automobile Topics*:

It is becoming apparent to everyone, I think, that legitimate automobile racing must, in the future, look to the track as its arena. Even our worst enemies will hardly find reason to ventilate their grievances if automobilists continue their racing to an enclosed track. It seems to me, however, that before we can regard track racing as being on a fairly legitimate basis, it will be necessary to overhaul our system of classification. There should be two general classes, namely, A,



FOURNIER SEARCHMONT EMPLOYEES.

racing machines, and B, stock vehicles. Each of these classes I would divide into sections according to their catalogue prices, thus: 1st, from \$600 to \$800; 2nd, \$800 to \$1,000; 3rd, \$1,000 to \$1,200; 4th, \$1,200 to \$1,500; 5th, \$1,500 to \$2,000; 6th, \$2,000 to \$2,500; 7th, \$2,500 to \$3,000; 8th, \$3,000 to \$4,000; 9th, \$4,000 to \$5,000; 10th, \$5,000 upward. This price should certainly be a factor in computing the handicap of vehicles entered in a race, and in order to prevent any misuse of this classification, I would suggest a rule that all vehicles entered in a race at a certain catalogue price should be claimed by the public at these prices at an auction sale, anything over and above the price which might be obtained at the sale to be turned into the treasury of the A. A. A., where it would do the most good. I therefore give this out as a suggestion, and would like to see it developed.

ON LOOKER.

Horse Accidents

WHILE trying to stop a runaway horse at Bath Beach, Henry Kohrs, a clerk, was knocked down and run over. He is in a serious condition, and may die.

Joseph J. Warren, a Spanish War veteran, 27 years of age, was thrown from a horse at Ridgewood Park, on the 21st, and fatally injured. He was in a race, and lost his stirrup while the horse was going less than five minutes to the mile. He fell with his right foot still in the stirrup, and was dragged a long distance. His skull was fractured, and he sustained other injuries.

A team of horses created something of a panic in Wall street this week, and several of the "curb" brokers were injured as the frightened horses rushed among them.

A runaway horse, attached to a painter's supply wagon, on Jamaica avenue, Brooklyn, nearly caused the death of two women recently. While the driver was going about ten minutes to the mile down Jamaica avenue the right forward wheel of the wagon came off and struck the horse, which dashed madly ahead. The driver was thrown to the street, breaking his knee cap. Two men, paralyzed with fright, stood directly in the path of the frenzied horse, and were rescued by a policeman just before the fast flying hoofs bore down upon them.

A lively horse attached to a Canal street crosstown car, broke the traces, as well as all records, by running away recently, and knocking down a small boy, who was badly bruised.

Stanley Kann, the 17-year-old son of Mr. Louis Kann, a member of the firm of S. Kann, Sons & Co., who have large department stores in Baltimore and in Washington, was almost instantly killed by being thrown from a horse he was riding at the southwest corner of Madison and North avenues, Baltimore. He was thrown so that his head struck violently against a tree. The skull was fractured at the base of the brain, and the neck was broken. The horse fell upon him, but regained its feet almost instantly, and when the boy was picked up, blood was streaming from his ears, nose and mouth. He lived hardly five minutes after the accident.

Three little children were badly hurt last week in a runaway at Verona, N. J., which was caused by the upsetting of a wagon. They were the two sons and a daughter of Mrs. Frederick Gressing. The horse became frightened, overturned the carriage, and with the children underneath, dragged it for some 200 feet, and Mrs. Gressing's daughter Grace, three years of age, was found unconscious, with a cut over the right eye. She was conveyed to the office of Dr. Whitehorne, where the mother was waiting, and it required three stitches to close the wound. The child's brother, Fred, Jr., aged five years, was next extricated, and he suffered

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only a few bruises. Albert Gressing, five years old, suffered a dislocation of the right knee cap, and also a fracture of the left knee.

A horse belonging to the Export Lumber Company, of Greenpoint, ran away on the 19th, at Manhattan avenue and Dupont street. William Gleason, the driver, was thrown from his seat, and received a fracture of the skull, and internal injuries. Four children were thrown down and trampled upon, two of whom were seriously injured. They were Mary Collins, aged 10, and William McGinness, aged 11.

Mr. John Kelly, a farmer near Fork, was thrown from his wagon while hauling a load of guano from Bradshaw Station, Monday, and his leg was crushed just below the knee.

Clubs and Associations

The Chicago Club's race meeting at Joliet, Ill., to-day, should attract a good field of racing automobilists. The programme includes: One mile for standard stock steam machines; five miles, steam vehicles, all classes and weights; one mile open, electrics; one mile, gasoline vehicles of 35 to 50 horse power to each 100 pounds of weight; five miles, gasoline vehicles of 50 to 70 horse power to each 100 pounds of weight; ten miles, gasoline vehicles over 70 horse power to a hundredweight; pursuit race, 35 to 50 horse power class, time limit 30 minutes; five-mile handicap, all classes, one-mile limit; club race, details not arranged.

The first automobile meet ever held in Kansas was held last Thursday at Atchison, on Corn Carnival Day. The Kansas City and Topeka automobile clubs made club runs to the meet. A number of motorists from St. Joseph and Leavenworth also attended. An inter-State automobile club will be formed for the purpose of holding, once a year, a big run and meet.

The recent automobile race meet of the Long Island Automobile Club was financially a failure, according to the secretary of the club. This, however, was expected. It is thought that a similar meet, with a system of handicapping, will be held next fall. The first meeting of the members of the L. I. A. C. will take place next week, when plans for the winter will be discussed.

On Saturday last Binghamton, N. Y., enjoyed its first automobile parade. The line was headed by four solid red Locomobile touring cars, operated by their owners, John A. Gale, D. A. Smith, Fire Department Chief Faatz and E. G. Freeman. They were followed by two large Wintons and a half dozen Pierce Motor-ettes. One of the most skillful operators was Miss Ward, who ran the huge car of C. H. Ward in a way that rivaled the most adept. The second section was in a measure a retrospect, being headed by Thomas Noyes in his first car, a Hertel, which arrived in Binghamton in March, 1899. Machines that followed were graded in the order of their arrival for the ensuing few months, and it was certainly a historic exhibition. In this section was also an exhibit of the "built it

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all myself" cars. Among the other participants were A. W. Clinton, Geo. H. Nelson, D. J. Nash, Fred G. Jones, John Cutler, J. K. Noyes, H. W. Edison, Louis R. Clinton, "Locomobile" Whipple, Perry Heroy, H. E. Shear, C. F. Hotchkiss, C. H. Watkins and T. W. Whipple, all in Locomobiles; W. E. Kent, Waverley electric; Clinton Collier and W. E. Corby, in Wintons; Dr. F. L. Forker, Norman Pierce, Frank Root, Dudley Greene and M. J. Teeple, in Pierce Motor-ettes; F. W. Sears, Knox; W. E. Bundy, Buffalo; C. C. Wiley, Orient; Willis Sharp Kilmer, Panhard. Invited guests filled the cars at the invitation of the owners of each car, surreys and tonneaus being provided for the press. The streets were lined with spectators, and the prospects of the early forming of an automobile club looks like an immediate reality. The city will do nothing to repeal the unconstitutional seven-mile-an-hour ordinance, and officials are as rabid as ever toward the automobile.

The automobile meet in connection with the Taunton Fair on Monday was a decided success. The programme of the day began by a gathering of the machines at the City Hotel, where a lunch was served to visiting automobilists by the committee. Gasolene was provided free for those who needed it. This was followed by a parade around the city, in which upward of 40 machines participated. Among these were the Brockton Automobile Club, who came over from Brockton in a body; Mr. Kenyon, of New Bedford, who came over in his Darracq, and Fred Williams and Dr. Methot, who came from Boston in their White steamers. There were 18 gasolene machines in line, the rest being steam. After the parade the automobilists proceeded to the fair grounds, where a parade was held around the track, first in single file, then in twos, and then by fours.

Then followed the races, which were fairly closely contested. In the gasolene class, however, only one machine showed up, a Darracq, and this went an exhibition two miles, for which no time was taken.

The following is a summary:

First heat, steam, distance two miles.—1st, G. H. French, of North Attleboro (Stanley); 2d, M. Whitmarsh, Bridgewater (Locomobile); 3d, Fred Field, Brockton (Mobile). Time, 4.42.

Second heat.—1st, F. S. Talbot, of Norton (Stanley); 2d, Fred Williams, Boston (White). Time, 4.03.

Final.—1st, F. S. Talbot; 2d, G. H. French. Time, 4.00½.

Boston Reliability Run

The following is a list of entries for the 500-mile Reliability contest, New York to Boston, and return, October 9 to 15::

Class C, gasolene, Ohio Automobile Co., by Harlan W. Whipple.

Class C, gasolene, Ohio Automobile Co., by Henry B. Joy.

Class C, gasolene, Ohio Automobile Co., by Adams-McMurtry Co.

Class C, gasolene, Ohio Automobile Co., by Adams-McMurtry Co.

Class B, steam, Prescott Automobile Mfg. Co., by Prescott Auto Mfg Co.

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- Class B, steam, Foster Automobile Mfg. Co., by Foster Auto Mfg. Co.
- Class B, steam, Lane Motor Vehicle Co., by Lane Motor Vehicle Co.
- Class B, steam, Lane Motor Vehicle Co., by Lane Motor Vehicle Co.
- Class C, gasoline, Pope-Robinson Co., by Pope-Robinson Co.
- Class B, gasoline, Haynes-Apperson Co., by Haynes-Apperson Co.
- Class B, gasoline, Haynes-Apperson Co., by Haynes-Apperson Co.
- Class B, gasoline, Haynes-Apperson Co., by Haynes-Apperson Co.
- Class B, gasoline, Autocar Company, by Autocar Company.
- Class B, gasoline, Autocar Company, by Autocar Company.
- Class B, gasoline, Ward Leonard Electric Co., by Ward Leonard Electric Co.
- Class B, gasoline, Ward Leonard Electric Co., by Ward Leonard Electric Co.
- Class C, gasoline, Apperson Brothers, by Apperson Bros. Automobile Co.
- Class C, gasoline, H. Bartol Brazier, by H. Bartol Brazier.
- Class A, gasoline, Torbensen Gear, Incorporated, by Torbensen Gear Incorporated.
- Class A, gasoline, The Geo. N. Pierce Co., by The Geo. N. Pierce Co.
- Class B, gasoline, A. Darracq & Cie., by Harold H. Brown.
- Class B, steam, Foster Automobile Mfg. Co., by Foster Auto Mfg. Co.
- Class C, gasoline, Adams-McMurtry Co., by Adams-McMurtry Co.
- Class B, steam, White Sewing Machine Co., by P. H. Deming.
- Class B, steam, White Sewing Machine Co., by Windsor T. White.
- Class B, gasoline, Thos. B. Jeffery & Co., by Thos. B. Jeffery & Co.
- Class B, steam, White Sewing Machine Co., by White Sewing Machine Co.
- Class B, steam, White Sewing Machine Co., by White Sewing Machine Co.
- Class C, gasoline, Locomobile Co. of America, by A. L. Riker.
- Class B, gasoline, J. Stevens Arms & Tool Co., by J. Stevens Arms & Tool Co.
- Class B, gasoline, J. Stevens Arms & Tool Co., by J. Stevens Arms & Tool Co.
- Class B, gasoline, Thos. B. Jeffery & Co., by Thos. B. Jeffery & Co.
- Class B, steam, Grout Bros, by Grout Bros.
- Class C, steam, Locomobile Co. of America, by S. T. Davis, Jr.
- Class A, steam, Locomobile Co. of America, by Locomobile Co. of America.
- Class A, steam, Locomobile Co. of America, by Locomobile Co. of America.
- Class B, gasoline, Elmore Manufacturing Company, by Elmore Manufacturing Company.
- Class B, gasoline, Elmore Manufacturing Company, by Elmore Manufacturing Company.
- Class B, gasoline, De Dion-Bouton & Co., by Kenneth A. Skinner.
- Class A, gasoline, Oldsmobile Company, by H. B. Shattuck & Son.
- Class B, gasoline, Autocar Company, by H. B. Shattuck & Son.
- Class C, gasoline, Ohio Automobile Company, by H. B. Shattuck & Son.
- Class C, gasoline, Fournier-Searchmont Company, by H. B. Shattuck & Son.
- Class B, gasoline, A. Darracq & Cie., by F. A. LaRoche.
- Class B, gasoline, H. H. Franklin Company, by S. G. Averill.
- Class C, gasoline, Apperson Brothers, by H. K. Browning.
- Class B, gasoline, Knox Automobile Company, by Knox Automobile Company.

AUTOMOBILE TOPICS

Class B, gasoline, Knox Automobile Company, by Knox Automobile Company.

Class B, gasoline, Knox Automobile Company, by Knox Automobile Company.

The Springfield, Mass., Automobile Club will entertain visitors in the reliability contest at a theater party in the Nelson. The contestants are expected to arrive in Springfield during the afternoon of the 10th, and will remain till the following morning. As the machines come in they will be driven up Main street as far as the riding academy in Marble street, where they will be housed for the night. The contestants will make their headquarters in the Massasoit House. It is expected there will be a large number of visiting automobilists to see the machines arrive. The Pittsfield and Providence clubs have already agreed to send delegations, and other clubs will be represented. Every automobilist will be given an opportunity of attending the theater, and the members of visiting clubs will have an opportunity of meeting the contestants in the reliability run at a reception in the Massasoit House after the theater party. Other details of the program are being arranged by the committees, and those who take part in the contest will be made to feel at home on the two nights when they stay in this city.

Sport and Utility

Winton's Bullet, in the 10-mile run of September 16, at Cleveland, made a greater performance than was at first supposed. The time of 10 minutes and 50 seconds was with a standing start, as against 11 minutes and 9 seconds last time, with a flying start. The Bullet, which may be regarded as the champion automobile product of America took exactly two months to design and build.

The Pall Mall Gazette, London, voices the general feeling of Great Britain in sounding a note of warning in connection with what it terms the "senseless prejudice" against, and "persecution" of, automobilists. It says: "Great energy and enterprise are concentrated in France, the United States and Great Britain in the invention of new machinery for rapid transit, and it is absurd to permit fanatical, unreasoning opposition to strangle or seriously hamper the big industrial development." The paper also declares that speed is no test of danger, as a slow machine in unskilled hands is the most dangerous; and it maintains that 30 miles an hour by a skilled driver is a reasonable standard.

The Oldsmobile Company's output at present is 750 per month. They are now preparing to raise the output to 1,250 a month.

W. J. Gould, agent for Grout Bros., made a successful climb of Mt. Greylock last Sunday. In company with N. H. Arnold, he started to make a record run, but on account of the muddy condition of the roads the time was slow. The ascent was easily made, however, and another attempt will be made for fast

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time if the roads become good again this season. The machine which made the steep climb was of six horse power, and weighed 1,300 pounds.

The Carriage Dealers' Journal has recently opened a department on "Automobilism," which is a step in the right direction. In its September issue this department covers six pages of well-printed, admirably selected, and carefully edited matter. The character of this matter leaves no loophole for criticism, at least on our part, inasmuch as the bulk of it has already appeared either as editorial or contributed articles in *Automobile Topics*. It would, however, have been a little fairer for our contemporary to have given us credit for any one of the several original articles reprinted from these pages rather than to the one which we ourselves copied from Harper's Weekly, and duly credited to that journal.

Under the heading, "The Death-Dealing French Auto," the Bloomington, Ill. Bulletin says:

New The man in tahe moon came dw

The man i nthem oon came down too

New York continues to pile up grewsome evidence against the French type of automobile. Unless something is done to drive this species of "devil wagon" from the highways or to place it under rigid speed limitations it will break the mortality records of the trolley car in its palmiest days.

[When the mere thought of a devil wagon drives a Bloomington editor into stammering in this fashion, it is indeed time for something to be doing.—Ed. A. T.]

This is the idea a Japanese editor has obtained in regard to the use of the automobile in this country, from reading the United States papers: "In some localities in America the exasperated people are applying their own remedies to the evil by stationing sharpshooters to pick off the chauffeurs in transit when the latter are judged to be going at a dangerous gait, and it only needs the slaughter of two or three children in any community to rouse public opinion to a partial, if not a general, adoption of this method of redress." His exchanges must have been entirely of the yellow journal order.—*Oil City Derrick*.

There is a great deal of automobiling in and about Pittsburg these days. Mr. Thomas Whittemore has gone to the East in his Winton touring car with a party of friends. The sons of Senator Holt, of Greensburg, were recently in Pittsburg with their automobile. Some of the others frequently seen about the Pittsburg streets in their automobiles are: Mr. Reade W. Bailey, Dr. W. C. Cook, Mr. J. A. Fisher, Mr. W. L. Elkins, Mr. W. J. Lewis, and Mr. Taylor Alderdice.

Mr. Norman Macdonald, whose criticisms on the working of English railways has stirred things up in the railway world of Great Britain, writes: "Sooner

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than most of us think, a new competitor will claim serious attention on the field in the shape of the public service motor car, which, owing to its great mobility, convenience, and swiftness, will filch the traffic largely from the railways. The only advantages a railway can have are that it can move its vehicles more quickly, since it has a track of its own, and that generally pretty level and straight; and also for its own margin of profit can move its paying load in large bulk."

Herbert Crane, an up-to-date milk dealer of Racine, Wis., has adopted the motor vehicle for delivering his milk. He has found that the actual cost of running the automobile is between 15 and 20 cents a day for the fuel used, and that a horse has neither the endurance nor the speed of a power-driven vehicle. He has attached to the rear of his machine an equipment which can carry three large cans of milk. A canopy top covers the entire vehicle, as in horse-drawn milk delivery wagons.

Trade Notes

[Insertions under this caption 3 cents per word; minimum 50 cents per insertion. Payment must invariably be made in advance—in postage stamps if desired—as no accounts can be opened for this class of advertising.]

IF DESIROUS to sell or exchange your automobile, call or write to R. E. Jarrige, 523 Fifth Avenue, New York City.

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WE MAKE a specialty of buying and selling second-hand automobiles, and have on hand at all times a supply of reliable carriages; correspondence solicited. Westchester Automobile Co., salesrooms, No. 523 Fifth Avenue; telephone, 6029-38.

CHERRY WOOD SEPARATORS FOR STORAGE BATTERIES.—Buy of the Manufacturer. All standard sizes kept in stock. Samples furnished on application. Price, 24c. and up. ROBERT WICK, 654 and 656 West 30th St., New York.

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FOR EXCHANGE.—Steam launch for reliable steam or gasoline runabout. Will pay some cash difference. Address Lock Box 954, Warsaw, N. Y.

CLEARANCE SALE.—New Locomobiles at less than factory prices, f. o. b. St. Louis and Kansas City, consisting of following models: 2 "Model A" touring cars, red and green; 1 "Dos-a-Dos," red; 1 0003 black and green top carriage; 1 05 black and green surrey; 1 03 black and green top carriage; 1 02 black and red, without top. All new 1902 models, with latest improvements—heavy spokes, heavy chains, steam pumps, etc. We also have a number of second-hand Locomobiles, Oldsmobiles, Toledos and Haynes-Appersons at from \$350.00 up, which we will close out at prices that will sell them. Write for detailed price list and description at once if you want a bargain. Day Automobile Co., 4105-7 Olive Street, St. Louis, Mo.

WANTED.—Live business man with \$5,000 to invest in established automobile business in the middle west; management of business to go with investment to the right party. Address D., care Automobile Topics.

SPECIAL.—For sale imported German Daimler-Mercedes 4 cylinder, 8-12 h.p. Tonneau touring motor car with canopy; top price \$6,500; also 12-h.p. Mors 4 cylinder red Tonneau touring car. Price \$7,000. Address or apply to General Motor Car Co., 239 West 50th Street, N. Y. City.

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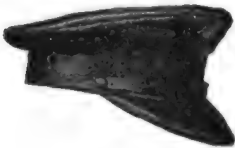
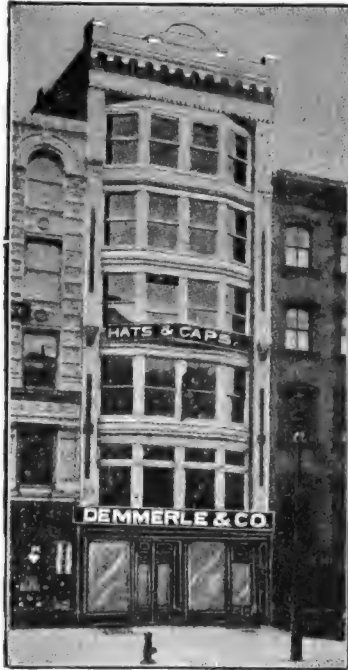
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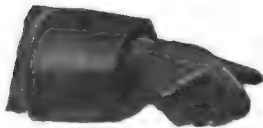
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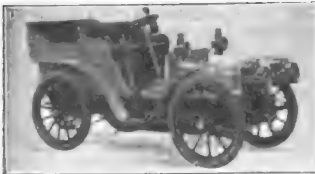
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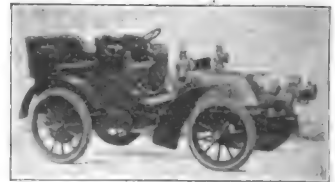
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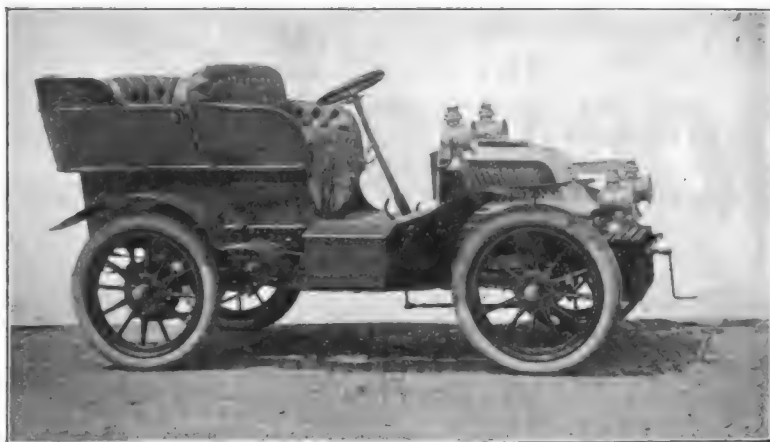
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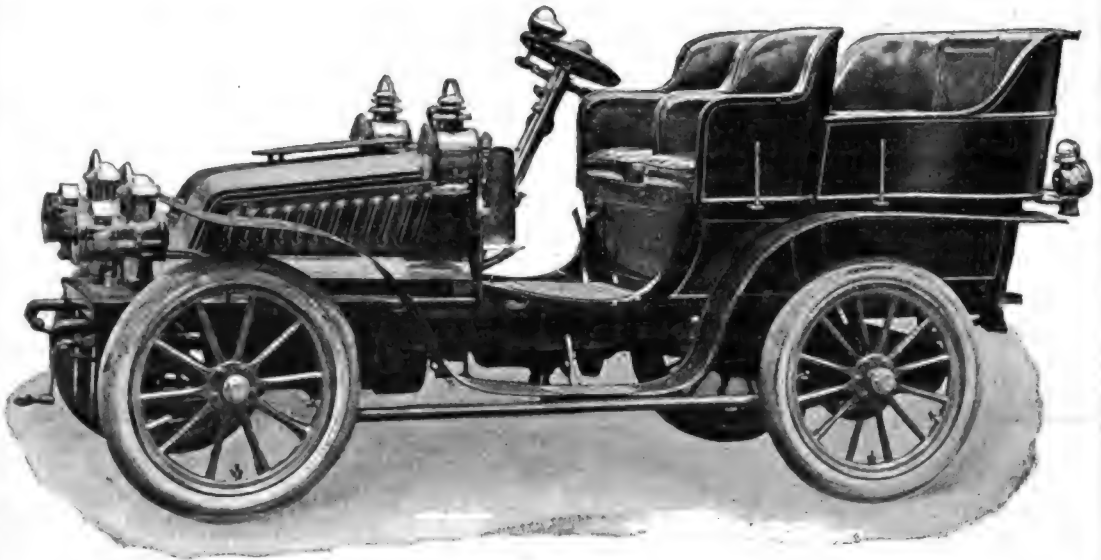
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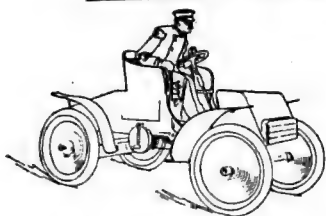
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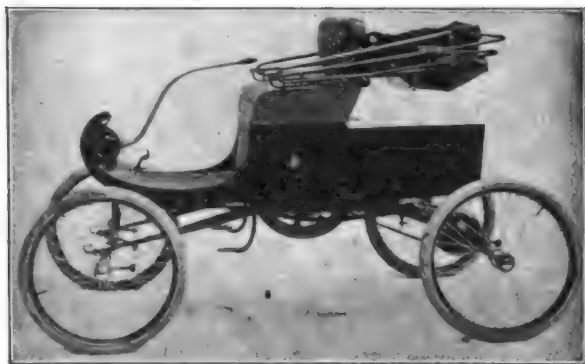
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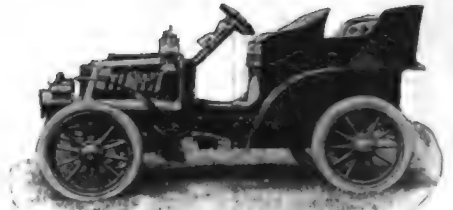
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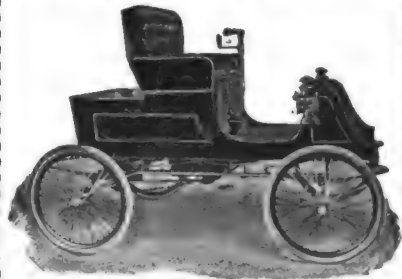
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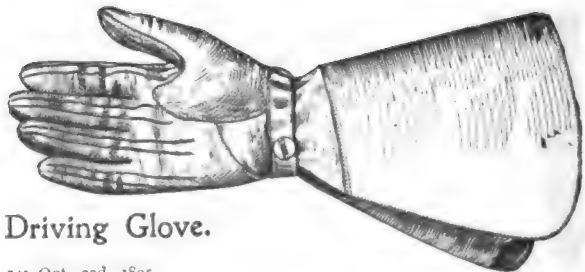
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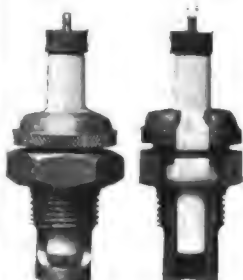
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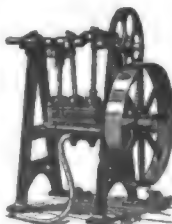
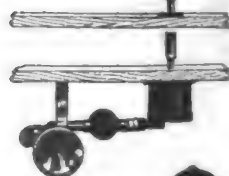


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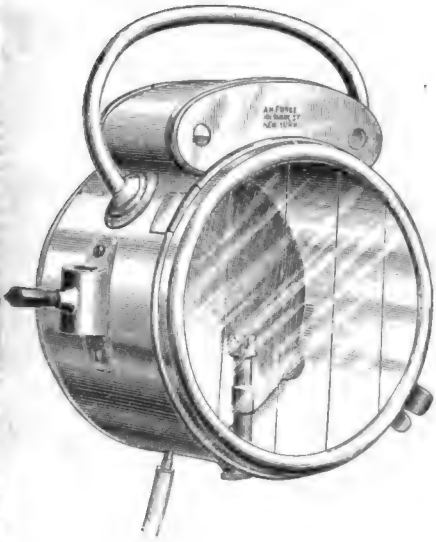
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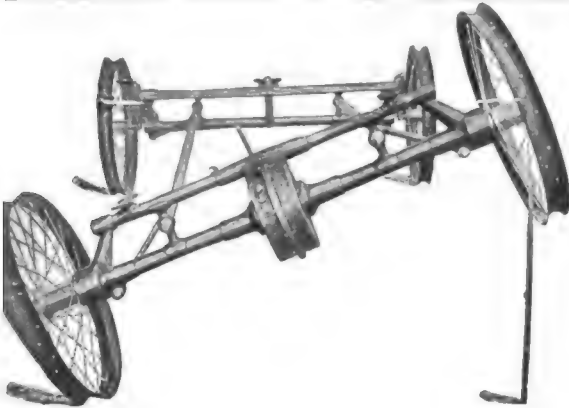
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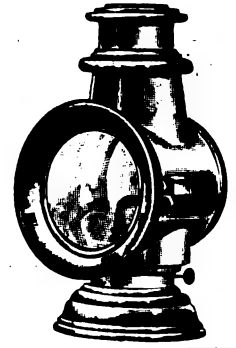
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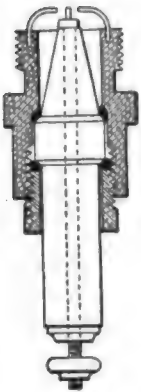
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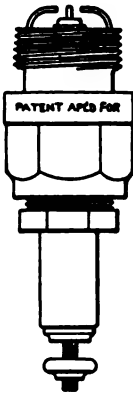


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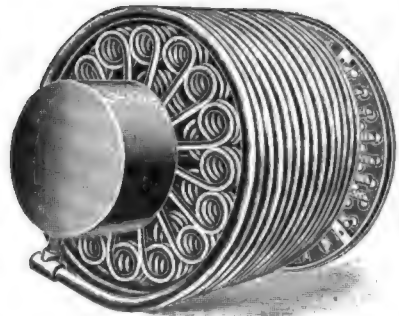
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September 16th, 1902.

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3-M.	4.03¾
4-M.	5.24
5-M.	6.43¾
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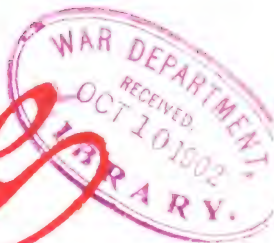
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Automobile Topics

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Vol. IV.

NEW YORK, OCTOBER 4, 1902.

No. 25



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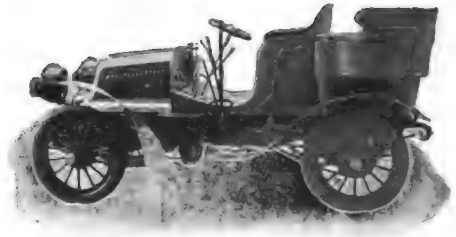
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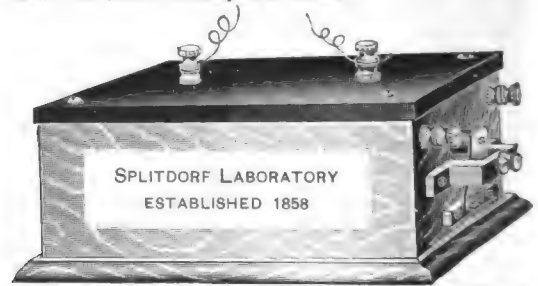
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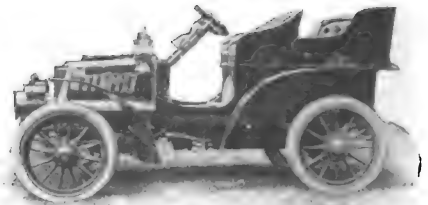


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Splitdorf Coils are wound with pure silk covered wire. Get the
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Illustrated.

VOL. IV,

OCTOBER 4, 1902.

NO. 25

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Automobile Topics

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VOL. IV.

OCTOBER 4, 1902.

No. 25

Boston Reliability Run

THE itinerary and road description of the New York-Boston reliability run, which begins on Thursday next, October 9, and finishes the Wednesday following, October 15, is as follows:

Start: Club house, 58th street and Fifth avenue, New York. Observer's record sheets must be filled in here. Automobiles taking part in the contest will line up irrespective of numbers, in 58th street, on both sides of the street, facing east. The first vehicle will take its place in 58th street, at the corner of Fifth avenue. *Entry into 58th street must be made from Sixth avenue. No vehicle will be permitted to enter from Fifth avenue or from the Plaza.* The vehicles will be started at half-minute intervals, after nine o'clock sharp.

Thursday Morning, October 9

The route is Fifth avenue to 112th street; turn left into 112th street to Seventh avenue; turn right into Seventh avenue to 153d street; turn left one block to Central Bridge; over Central Bridge straight ahead into Jerome avenue (trolley tracks), which follow to 189th street; turn right on 189th street to Webster avenue (trolley); left on Webster avenue to Fordham road; turn right past Fordham station (9.04 miles); straight ahead on Pelham avenue and Pelham Bay parkway (look out for bad railroad crossing) to the Shore road. Turn left on Shore road and cross Bartow bridge. Continue straight ahead past Hunter's Island and Travers Island entrances into New Rochelle; turn left at end of block pavement into Centre avenue; turn right into Main street, New Rochelle.

Eight miles per hour through New Rochelle, Larchmont, Mamaroneck, Rye and Portchester controls. Follow trolley through Larchmont into Mamaroneck. Water and gasoline at Stillman's in Mamaroneck. At the drinking fountain in Mamaroneck keep slightly to the right, and cross Mamaroneck river on stone bridge. Continue to the end of Residence Park, and take right fork down a hill into Rye. Cross trolley tracks, and at next fork (large white flagpole in fork) take right fork up the hill and cross bridge over New Haven Railroad. Continue straight ahead and again under New Haven Railroad, and turn left into

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Main street, Portchester. Follow Main street (trolley) to and over bridge across the Byram river (State line—27.71 miles). At fork just after crossing bridge keep to the right and up a steep hill; at fork at top of hill keep to the right (short down grade, steep and narrow). Keep along Post road up Byram hill, then down another hill, across a brook and into Greenwich (Lenox Inn). (Gasolene and water.) Continue along Putnam avenue, Greenwich, following the trolley to fork at soldiers' monument, where keep to the right and down a bad hill. At fork just before crossing bridge, keep to the right and cross bridge. At next fork (high stump of large tree in fork) turn sharp to the right, making a detour around Mianus hill. At the end of this road turn left along the shore of Mianus river into Mianus, fountain in center of square. After leaving the square in Mianus, turn right and cross bridge over Mianus river and up a hill; then down a short hill to a fork, keeping to the right. At next fork, going into Stamford, keep to the left (sign on right reads "Stamford Direct"); then down several steep hills to West Main street and along West Main street to bridge over Mill river. Turn right over bridge and follow Main street to Central Park, Stamford (35.8 miles) where trolley begins.

Eight miles per hour through Stamford control.

Follow trolley on Main street and East Main street to fork at East Park (blue stone church on the left). Turn left up short hill, on which trolley turns to the left near the top at Glen Brook avenue. Leave trolley at this point, keeping to the right; then down hill and under New Haven Railroad bridge (Myrtle avenue), where trolley begins again; follow trolley to and over Noroton river, past Noroton post office, and down a short hill to a fork; turn left and follow trolley to Darien. At Darien pass under railroad bridge (40.2 miles) and continue straight ahead, crossing bridge over Five Mile river, where dirt road begins. At fork just beyond Norwalk Hospital, keep to the right down a steep hill to and past Norwalk armory into West avenue, Norwalk. Turn to the left, West avenue to Norwalk Hotel, where time will be taken for the *noon control*.

Lunch at Norwalk Hotel.

Thursday Afternoon

(Observer's record sheets must be filled in at Norwalk.)

From Norwalk Hotel follow trolley across Norwalk river (44.52 miles). Turn right up a steep winding hill to East avenue; turn left and follow trolley to Westport avenue (large white frame church on the left); turn right up a hill and follow the trolley past the Children's Home, to and across the Saugatuck river into Westport (Westport Hotel 47.8 miles). Continue straight ahead, and at next fork keep to the right, and follow the trolley through Southport and Fairfield to Bridgeport.

Eight miles per hour through Bridgeport.

Coming into Bridgeport, go under railroad bridge, and at fork of trolleys take left fork (Fairfield avenue) which follow straight ahead to railroad depot. Cross tracks and over bridge into Stratford avenue. At next fork, three miles out, turn left toward Stratford. Turn right at drinking fountain and continue straight ahead, crossing Housatonic river, to Milford. (Water and gasolene.) Keep straight ahead through Milford past narrow street park to and over Memo-

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rial bridge, and immediately turn right around an old mill and then left at sign "New Haven 11 miles." Continue straight ahead, and at next fork take right fork. Half a mile beyond turn sharp left at Woodmont, at sign "To New Haven." Follow shore to "Coxes," Savin Rock. Turn left one block, then right, bending back into shore road, which follow to the end at Second avenue. At Monahan street turn right one block to First avenue, and continue straight ahead to Elm street (trolley) West Haven. Turn right into Elm street, which runs immediately into Kimberly avenue.

Eight miles per hour through New Haven.

Cross Kimberly avenue bridge, continue to Howard avenue at bridge over



WHITE STEAM CAR GOING UP SOUTH NEGLEY AVENUE, PITTSBURG.

railroad tracks. Turn left into Howard avenue, which follow to Congress avenue (New Haven County Hospital on northeast corner). Turn right into Congress avenue, and at first square bear left across square into Church street, and straight ahead to Chapel street; turn left into Chapel street to York street; turn right into York street and straight ahead to *night control*, and garage at factory of the New Haven Wheel Works.

Friday Morning, October 10

(Observer's record sheets must be filled in at New Haven.)

Start from garage at 9 A. M.; York street to Chapel street, turn left into Chapel street, two blocks beyond turn left into Orange street one mile to Lawrence street; turn right into Lawrence street, which leads into State street. Keep left at next forks, paralleling railroad tracks, and straight ahead. Coming into North Haven, turn right at forks at sign "*Meriden 12 miles*," cross bridge over Quinnipiac river, cross railroad tracks, and take first left to Wallingford. Straight ahead through Wallingford, railroad station on the left. At next forks turn left

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under railroad tracks, and then right at sign "*Meriden three miles.*" Straight ahead, past Tracy post office. At next forks (sign "*Meriden Automobile Station*" in forks) take left fork up hill and a short distance beyond down a long hill into Meriden.

Eight miles per hour through Meriden.

Cross trolley tracks at bottom of hill and up another hill; at top turn right into Main street. Keep on Main street to Meriden House (Colony street). (Gasoline and water at Meriden Automobile Station, 121 South Colony street.) Turn left into Colony street, which follow to end of town, and bear right across railroad tracks. Keep left at next forks to Risley's Corners (sign board at crossroads), where turn right up hill, and straight ahead into the residence portion of Berlin. Follow trolley tracks to Woodruff's grocery store, turn left with trol-



HILL IN HILAND PARK, PITTSBURG, GRADE, 12%

ley, down hill, past Berlin railroad station, passing under tracks, and turning right with trolley toward New Britain.

Eight miles per hour through New Britain.

Coming into New Britain, keep straight ahead (trolley tracks turn to the right) to end of street and turn left into Main street. Keep on Main street past park. Turn right with trolley, and three blocks beyond bear left into Hartford avenue. At next fork keep straight ahead (left fork) and take next left at sign "*Hartford eight miles.*" At next fork (where straight ahead road goes down hill to trolley tracks and Elmwood) turn left to West Hartford, where turn right and follow trolley through Farmington avenue into Hartford.

Eight miles per hour through Hartford.

Pass under railroad bridge into Asylum street to Trumbull street, Allyn

AUTOMOBILE TOPICS

House, where time will be taken for the *noon control*.

Lunch at Allyn House.

Friday Afternoon

(Observer's record sheets must be filled in at Hartford.)

From the Allyn House, out Trumbull street to Main street; turn left into Main street, and take first right (Windsor avenue) straight ahead to Windsor. In Windsor bear right at end of village green at sign "*Windsor Locks five miles*," cross under railroad tracks, and cross bridge over Farmington river. Keep right at next forks at sign "*Windsor Locks three miles*." In Windsor Locks, at end of town, bear to left away from river, and up a short hill. At forks on top of hill take right fork (river road). At next fork (white house in fork) keep right,



ON THE ROAD (?) TO REDLANDS, CAL. A WHITE CAR AS A PIONEER.

along Connecticut river to South End bridge. Cross bridge into Springfield.

Eight miles per hour through Springfield.

Take first left into South Main and Main street and straight ahead to Marble street; turn right into Marble street to *night control and garage* at the Springfield Riding Academy.

Saturday Morning, October 11

(Observer's record sheets must be filled in at Springfield.)

Start from the garage at 9 A. M., Marble street to Main street; turn right on Main street to State street (Masonic Temple on corner); turn right into State street. Straight ahead $1\frac{1}{2}$ miles to small city park, where keep left fork. A mile and a half beyond take right fork (Boston road), and straight ahead, past Five

AUTOMOBILE TOPICS

Mile pond. At next fork, just beyond Nine Mile pond, at sign "*Palmer five miles*," take left fork into North Wilbraham Pass railroad station, and turn left under tracks (*caution*) and immediately turn right toward Palmer. Coming into Palmer *be careful* of sharp winding down grade, with narrow bridge at bottom. After crossing bridge turn right and go under tracks.

Eight miles per hour through Palmer.

Straight ahead through Palmer to railroad bridge at end of town. Do *not* cross bridge, but turn left one block to white church; turn right one block, then turn left one block, and then right at large red school house, and straight ahead, keeping on north side of railroad tracks for about four miles; then turn right, across bridge over Quaboag river, and under tracks, and immediately turn left. Coming west into West Brimfield, take left fork over tracks, and turn right to West Warren. Straight ahead through West Warren to Warren. (Gasolene and water.) Straight ahead through Warren, bearing right across tracks and then turn left. At forks at Lake Wickaboag take left fork to West Brookfield, at forks in West Brookfield take right fork, and an eighth of a mile beyond again right to Brookfield. At Brookfield Hotel turn right past a small park for one block, and turn left at white church. At water tank further on turn right into Spencer road, and an eighth of a mile further turn left to East Brookfield, where keep left fork at Furnace Pond. At next fork (sign "*Kane's Shoes*" in fork) keep left, and follow trolley into Spencer.

Eight miles per hour through Spencer.

Straight ahead through Spencer up a long 10 to 12 per cent. grade, and over a succession of lesser grades to Leicester.

Eight miles per hour through Leicester.

Straight through Leicester, and coming out of Leicester (*caution*) down a 15 per cent. grade, and straight ahead into Main street, Worcester.

Eight miles per hour through Worcester.

Straight ahead on Main street to Front street (City Hall), where time will be taken for the *noon control*.

Lunch at the State Mutual Restaurant, on Main street, three blocks beyond City Hall.

Saturday Afternoon

(Observer's record sheets must be filled in at Worcester.)

From the City Hall straight down front street to railroad station. Do not cross tracks, but turn left, and at next fork of trolley keep to the left (Shrewsbury street). Continue straight ahead to and across Lake Quinsigamond, and a mile beyond take left fork (Maple street) into Shrewsbury. Straight ahead to Northborough. In Northborough turn right at drinking fountain. At next fork (white house in fork) keep left; take next right; keep left at next fork. At next cross-roads turn sharp right, in front of white house, and a mile beyond cross railroad bridge and turn left. Keep to the left at next cross-road in front of red barn, and straight ahead along side of reservoir to Southborough.

Eight miles per hour through Southborough.

Straight through Southborough, cross railroad tracks at station, and immediately turn right and cross causeway over reservoir and take left fork for Fram-

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ingham. At next forks (large white barns) keep right, and again right at next fork skirting reservoir into Framingham Center.

Eight miles per hour through Framingham Center.

In Framingham Center, at drinking fountain, turn right and follow trolley to South Framingham.

Eight miles per hour through South Framingham.

Cross railroad tracks in South Framingham, and immediately turn left and follow road paralleling railroad tracks to Natick. (Gasolene and water.)

Eight miles through Natick.

Straight ahead through Natick to Wellesley. Keep to the left through *Wellesley* and *Wellesley Hills* to *Newton Lower Falls*. Half a mile beyond turn right into Beacon street, which follow straight ahead through *Newton Centre*, and skirting Chestnut Hill reservoir to Massachusetts avenue, Boston.

Eight miles per hour through Boston.

Turn right on Massachusetts avenue to Columbus avenue; turn left on Columbus avenue to Park square, Harvard Automobile Station No. 2, where time will be taken for the *night control*.

(Observer's record sheets must be filled in here.)

On the return trip the half-day routes should be read in *reverse* order.

The finish of the contest will be made at the flag in front of the club house, No. 753 Fifth avenue, corner of 58th street, New York.

The rules governing the contest have already been published in *Automobile Topics*. Since their publication changes have been found necessary by the management of the A. C. A.

The maximum speed limit of 15 miles an hour, corresponding to the legal rate, has been lowered to 14 to avoid the danger of illegal speeding by the contestants at any stage of the journey, in their efforts to win first-class time certificates, or one of the reliability cups offered by the president and three members of the committee.

To the list of unpenalized stops has been added stops for putting on rain coats in case of storms.

The Knox Automobile Company have tendered to the officials, chauffeurs, observers, reporters, and others of the contest, a banquet, to be given at the Cooley Hotel, Springfield, Friday evening, October 10, at which it is expected about 200 guests will be present.

The Corey Party in Europe

NEWS has been received from Mr. H. D. Corey, who, with a party, including his wife, Miss Going, and Mr. Henry Fosdick, left Boston some weeks ago for a tour through Europe in a Winton car. Writing from Bremen, on August 30, Mr. Corey says:

"We have been here in Germany just a week to-day, and commence our real trip to-morrow, when we start for Dusseldorf. It is about 330 miles, and we

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want very much to see the big exposition there. They have, we understand, the finest show of automobiles ever exhibited, and it will be worth seeing.

"This last week has been very busy, for we have been to Leipzig, Karlsruhe, Dresden, Berlin and Hanover, and I have shown the ladies the sights, as well as taking in the automobile show room. Fosdick remained in Bremen and Hamburg, looking over those places pretty thoroughly, and he has had a lot of fun with our American touring car. It differs from the French and German machines by the peculiarity of its bonnet in front, which is considerably smaller, and does not lift up as on those machines.



COREY PARTY WHO ARE TOURING EUROPE IN THIS WINTON CAR.

"Our power extends almost the entire length underneath the car, while their engines are all out forward. At first sight the French and Germans do not understand just how the car goes so fast, and many believe that it is a 'nickel-in-the-slot Yankee invention,' for all our machinery is out of sight.

"Then the baskets are so strikingly arranged, and so neat, that some of them think it is a circus on wheels, and one chap believed us evidently, when we told him the power was Christian Science, and that we put floats on the wheels and came across the English channel.

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"There is a lot of red tape to be gone through in regard to the automobile, and also to get started right, but the American consul has helped us wonderfully, and our road is clear before us if we adhere to the speed regulations.

"Every city requires automobile owners to have a big sign on the back of his car giving his number, which can be seen a quarter of a mile off, but in our case we have 'U. S. of America' painted on a large card, so there will be no doubt of our nationality. We also have a letter from the officials saying just who we are, where we are going, and what we are in Germany for.



HON. C. S. ROLLS GIVING OBJECT LESSON TO LONDON FIRE BRIGADE.

"The recent auto accidents have stirred up all the police officials, and fast riding is almost prohibited, although we ran from Bremerhaven to Bremen in one hour and 20 minutes, a distance of 25 miles, while the train takes one hour and 10 minutes. We carried then four persons and 250 pounds of baggage, so you can see we have plenty of power if we only could use it.

"Everything over here is gasoline. Steam is a back number, and is becoming more so every day. Steam may be faster for a short distance, but it has not proven so yet, although great things are expected from Serpollet's flash steam auto, which snapped a connecting rod just as he was putting on more power in the Deauville kilometer race a few days ago. Gasoline can be depended upon much more than steam, as the latter is hard to reckon with at the best, and short-

distance quick driving does not fairly demonstrate what an auto should do, especially on these fine roads.

"The cry over here is, first, power, second comfort, third speed. We have picked up a number of new ideas, and have seen several recent inventions which American manufacturers would find of value, for the French and German makers are very careful and painstaking, and only adopt new devices after a most thorough test.

"I think our machine compares very favorably with any machines we have seen so far, but we are not quite so far advanced when it comes to downright comfort; but we have got the power."

The Automobile in Europe and America

III.

IN France and England the making of automobiles is like the making of books—it is without end. In both these countries immense factories are given over to the manufacture of motor vehicles for home and foreign use. Germany and Belgium are following the European leaders very closely, and the industry has assumed immense proportions in all these countries. To be sure this condition of affairs is the same in the United States, but there is an exception. That exception is that we have approached the problem in our attempts to solve it in a way more sane, and at the same time with a greater assurance of that ultimate and world-wide success which is the objective point of every national industry.

French manufacturers have just begun to realize that they must build every car in the same way when once a design has been adopted. Until very recently this has not been their practice nor has it been the custom of any European motor car builder. If he thought he saw a chance to improve his product the change was made in the stock vehicles as they were coming through the shops. In consequence of this continual changing the cost of production was greatly increased, and it was not possible to adopt the interchangeable part system which has proved to be such a boon to the American motorist. Progress in French motoring circles has been retarded until recently for this reason, while the English companies, though they did not take so long as did the French to learn the basic lesson that if they wished to make their industry a success they must stick to the accepted design for a year at least in order to recoup themselves for the cost of their experiments, or else were greatly handicapped by their labor laws. A man who works on a lathe cannot be put on any other machine no matter how urgent the necessity may be that he should be so placed. All these conditions have tended to unsettle the European automobile industry though they are now slowly righting themselves.

The old story we know so well in American motor vehicle circles of concerns using up their funds in useless experimenting has been told and retold in Europe by the experience of motor car makers. At the present time there are about twenty companies in England and on the continent which are reported to be paying dividends and which have fully recovered from the evil effects of their former indecision.

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American manufacturers have been early to recognize the fact that if they were to engage in the automobile business for anything else than the pleasure to be gained by so doing they must evolve a type of car that would go, and they try to improve on that type little by little every year. In the intervals of time between each change of design cars have been turned out in great quantities, and in this way a large amount of public support has been given the struggling industry. About the only concern in Europe to take up this plan of operation until very recently was that of Messrs. De Dion and Bouton. They are now enjoying the fruits of their shrewdness.

Our American manufacturers of such cars as the Locomobile and Oldsmobile because they have built popular priced vehicles without making losses of



BUFFALO AUTOMOBILE STATION Co.'s STORAGE ROOM.
(22,000 Feet of Floor Space.)

any great amounts because of indecision as to the choice design have given our industry a firm foundation. The Oldsmobile Company has even gone further than the Bridgeport Company in the pursuit of this policy and are building but one type of car. It is reported that the capacity of their factory is soon to be increased to 1,200 machines a week. In this announcement it is possible to speculate on the time when we will see the \$500 automobile which everyone can buy who exercises economy and thrift.

W. H. MAXWELL, JR.

Charles D. Cooke, of the American Darracq Automobile Company, will leave New York in October in a 16-hp. Darracq car for a journey through New Mexico. He will be accompanied by two friends. Most of the time in Mexico will be spent traveling through the mining regions.

Pioneers of the Good Road

COL. W. L. DICKINSON and L. C. Boardman and Mrs. Boardman have finished their trip between New York and Chicago in a Toledo steam carriage in the interest of the New York-Chicago Good Roads Association, arriving in Chicago last Saturday. They have spent 22 days on the road between New York and Chicago, their actual running time being 110 hours.

The same party went over the route several weeks ago, making the trip via Albany and Buffalo. This time they selected a route up the west side of the Hudson river, through Newburgh and Kingston, thence turning westward through the Catskill Mountains to Binghamton, Elmira, Hornellsville, Salamanca and Jamestown, all towns located in the southern tier of counties in New York State. They passed through Erie, in Pennsylvania, and Ashtabula, Cleveland, Mentor, Oberlin and Fremont, in Ohio.

On Friday week they made the trip to Toledo from Collins, O., about 65 miles. They encountered very heavy roads, and the trip was a hard one.

Colonel Dickinson, in speaking of the condition of the roads encountered so far on the trip, said:

"The greater part of the road up to Kingston, from New York, is in first-class condition, and that which is not in that condition is either in process of improvement, or application has been made for State aid in improving the road.



COL. W. L. DICKINSON.

The recent legislature in New York took up the matter of good roads, and passed a law whereby, through the proper process, the State pays 50 per cent., the county, 35 per cent., and the town, 15 per cent. of the road improvement. Through the work of this law the roads of New York are fast being improved. The roads through the mountains, and as far as Jamestown, are in fair condition, but when we came into Ohio we found the worst roads imaginable. It is surprising that in this State, where there are such level roads, that they are not kept in better condition. Those which have been improved are in a horrible condition, showing that the work was not done properly, although sufficient money had been spent on them to make them of the best. The only good road we have found in Ohio

is that between Stony Ridge and Toledo, a distance of 10 miles, but it already shows lack of care. A good road needs the same skillful care as a suit of clothes, or anything else.

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"I believe that the people of Ohio should ask its legislature to appoint a commission to investigate the good roads work in Massachusetts, Connecticut and New Jersey, and we have been talking that to the officials and people we have met along the route here in Ohio."

On arriving at Chicago the party alighted at the Auditorium Annex, and after dinner were given a reception at the home of the Chicago Automobile Club. F. C. Donald, the club's president, is one of the trustees of the Road Association.

The last 55 miles were made in the rain, the machine ploughing its way for a large part of this distance through the sands of Indiana. When Hammond was reached the vehicle and the occupants were bespattered with mud and sand, but from there on the roads were found good to the finish, with the exception of about four miles in and out of South Chicago. All of the party arrived in good health, Mrs. Boardman declaring that she had had a "glorious experience" in spite of the hardships. She is not the first woman to make the journey, Mrs. Robert Shaw, 385 Ashland boulevard, having accompanied her husband in his automobile over the distance more than a year ago, but the trip just ended was over a longer and harder route.



MRS. L. C. BOARDMAN.

The Road Association tourists utilized all the stretches of paved road which it is thought can be united in a continuous highway. It is hoped to get appropriations from the National Government through the Agricultural Department and from the States, counties and towns along the route. Automobile clubs and organizations of various sorts, farmers and town boards are to be interested and the agitation kept up until the great artery of commerce and recreation seekers is an accomplished fact.

Over 500 photographs were taken of the route, showing the good and bad roads. In every town through which they passed the tourists were received by the officials and by members of boards of trade and other public and private organizations. Many of these organizations adopted resolutions of approval and appointed committees to co-operate with the association.

Summing up the prospects and feasibility of the New York-Chicago road, Colonel Dickinson said:

"In my opinion the route is entirely feasible. The construction of a macadam roadway will not only shorten the distance between the two cities, but will also result in the construction in every State of connecting roads, and will generally improve the country along the line. All through the lower tier of counties in New York there is an inexhaustible supply of material, and with the use of proper road machinery a highway could be built from New York to Chicago at a cost ranging from \$3,000 to \$10,000 a mile."

The Automobile in Society

DR. S. S. WHEELER, president Crocker-Wheeler Company, Ampere, N. J., has returned from a long European trip, during which, accompanied by Mrs. Wheeler, he traveled over a large part of the continent. Dr. Wheeler is chairman of the technical committee of the Automobile Club of America, and has promised to give the club this winter an illustrated account of his touring experiences.

Mr. and Mrs. Joseph Ladoux, of Brookfield, passed through Worcester last week in a Knoxmobile en route for Marlboro.

Frank Shaftner and Miss Mabelle Woodis, of Fitchburg, have just made a trip to visit friends in Boston in a Crestmobile.

Mr. and Mrs. Byron Chandler, of Manchester, N. H., are now completing the last stages of their wedding tour in an automobile trip from Boston to Manchester, N. H., Jefferson and the White Mountains. Before leaving for Europe last July Mr. Chandler ordered an American made touring car, which was ready for this use upon his return a few days ago. Upon receipt of the machine Mr. and Mrs. Chandler started on a tour to their home in Manchester, N. H., to be later followed with a trip through the White Mountains. The run between the two former points was made in three hours, the roads being found in fairly good condition, with the exception of a small stretch just outside of Woburn. The tour through the White Mountains, which is now being enjoyed, will last for a couple of weeks, and then Mr. and Mrs. Chandler will tour to New York.

It is stated on the authority of La Locomotion that Mr. William K. Vanderbilt, Jr., is backing Leon Bollée financially in the building of a small number of automobiles of the German Daimler type. It is stated that they will cost about 30,000 francs each, and that they are intended particularly for the American market.

(This announcement is somewhat improbable in view of the repeated assertions of Mr. Vanderbilt that he had no intention of entering the automobile business.)

Mr. Reginald C. Vanderbilt, with Mrs. H. T. Kenny and Miss Catherine Neilson, made a trip last week from Lenox, Mass., to New York in Mr. Vanderbilt's automobile. The roads were so bad that the automobile had hard running.



ENGLISH STORM CAP.

AUTOMOBILE TOPICS

King Leopold, of Belgium, who is an ardent automobilist, is having legal troubles of his own. Recently, according to a cable dispatch, he was arrested for reckless riding and for having knocked down and run over an elderly man who was severely injured. The King was fined \$100 for exceeding the legal rate of speed, and the injured man instituted a suit for \$2,500 damages. A verdict for half the amount was rendered against the royal defendant.

Miss Cissy Loftus, who is the first leading actress to appear on the stage in an automobile, is delighting Londoners these days with her skillful handling of the



MISS CISSY LOFTUS AS SHE APPEARS IN "NAUGHTY NANCY."

steering wheel before the footlights. She is also a familiar figure in Hyde Park whenever the weather permits driving. In view of the prospect of an autumn session of Parliament, automobiles in the park are unusually numerous for this season of the year.

Hon. C. S. Rolls is an enthusiast of enthusiasts among English automobilists. In order to break in horses of the fire department to the sight of the automobile he recently gave the use of his machine, driving himself, as an object lesson for the department.

Clubs and Associations

OWING to heavy rains at Joliet, the race meeting organized by the Chicago Automobile Club had to be postponed indefinitely. A similar fate awaited the postponed meeting at Detroit which was set for Monday and Tuesday, but which was again postponed to October 24, 25.

The Automobile Club of California held its annual reunion and dinner at the Cliff House last week. The affair was entirely successful in every respect. President Hyde, in a happy and well-timed address, replete with wit and humor, set the pace, and gave the key to the spirit of the evening. The Mayor followed in like vein, and won great applause, and Police Commissioner Hutton, Chief Wittman and Park Commissioner Macdonald followed with appropriate remarks. The Mayor had granted permission for the cars to return through the South Drive of the Park, and to cross the forbidden ground from the boulevard. This is the first time autos have made the trip from the beach through the park, and the members are hopeful that all the restrictions regarding automobiling in the park may soon be removed. Special guests of the club were: Mayor Schmitz, his wife and brother, five members of the Board of Supervisors, Police Commissioner Hutton, Chief of Police Wittman, Park Commissioner Macdonald, School Directors Mark and Woodward, Mr. W. N. Bush, Principal of the Polytechnic High School, and Dr. J. C. Stinson, a friend of Mayor Schmitz.

The following gentlemen were elected active members of the Automobile Club of America on Monday: Mr. J. De Forest Danielson, Boston; Mr. L. P. Mooers, Cleveland; Mr. George McFadden, Philadelphia; Mr. E. C. Hawley, Babylon, L. I.; Mr. John M. Shaw, Madison, N. J.; Mr. Alfred L. Simpson, New York; Mr. S. L. Schoonmacker, Plainfield, N. J.; Mr. C. E. Knoblauch, New York, and Mr. John Hickey, Mount Vernon, N. Y. A nominating committee, composed of Mr. Dave Hennen Morris, Mr. W. J. Stewart and Mr. J. M. Hill, was appointed to report a ticket for the election of officers, which will be held on November 17.

The Brockton Automobile Club held its largest and most successful run on Monday last, the trip being to Taunton, where they were the guests at the Bristol County Fair. The start was from the club headquarters on High street at 9.30 a. m., and twenty-five machines reported at the starting point.

The run over was made without accident and the line was reformed outside of Taunton and moved to the City Hotel, where they were received by the automobile committee of the Fair, consisting of Dr. A. R. Crandall, C. S. Holden and Frank Talbot. Here they were joined by machines from Attleboro, Providence, New Bedford, Middleboro and other surrounding towns, bringing the number up to sixty carriages.

Returning home after an enjoyable day the members were loud in their praise of the courteous treatment that was accorded them by the Fair management through their committee. The Brockton Automobile Club hopes to be able to return the compliment at some future date.

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The Massachusetts Automobile Club has adopted a novel means of meeting an emergency in the shape of crowding of storage floor space caused by the enlarged average wheel-base of machines since the club was organized. As a relief measure, the club officers have decided to have a turntable for autos constructed in the middle of the floor, so that a carriage on being run in from the street may be stopped on this turntable and turned around ready for starting out on another trip or ready for backing into its berth to the washing floor or to the elevator. Colonel J. L. Soutter, president of the club, expects that this device will go far to minimize the difficulty in handling carriages in a cramped space as well as to prevent the wear and tear on tires and steering mechanism occasioned by attempts to work around the long and heavy rigs by the laborious backing and



MAJOR THE NAWAB AFSUR DOWLA OF BAHADUR IN A LOCOMOBILE.
(Trial Spin of Car before Shipping to India.)

starting process, with one man twisting the steering wheel and two others alternately pulling and pushing at the sides of the vehicle. The plans for the turntable are now being drawn. It cannot be made flush with the concrete floor of the station, but will have to be slightly raised, with a slight incline to allow the rigs to enter or leave its platform easily. The clubhouse has been recently newly painted, and with a large array of carriages in, its floors will be in condition to make a creditable showing to visiting automobilists who will spend Sunday there during the reliability run next week.

Among the officers that are elected each year by the Rhode Island Auto-

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bile Club is an expert engineer, who can be consulted by the members of the club on all matters pertaining to automobiles. His advice is much sought for by intending buyers of cars.

The Automobile Club of Philadelphia has adopted the following resolution :

"Whereas, An ordinance, entitled an ordinance 'to regulate and license the running and operating of automobiles and motor vehicles, whether the motive power be electricity, steam, gasolene or any source of energy other than human or animal power,' was presented to Select and Common Councils of the city of Philadelphia last Spring and will be called up when Council reassembles in October ; and

"Whereas, That ordinance may be objected to on the ground of its being 'class legislation ;' therefore, be it

"Resolved, That the president of the Automobile Club of Philadelphia appoint a committee of two from this club, request the president of the Road Drivers' Association and the president of the Century Wheelmen each to appoint a committee of two from his organization and request the presidents of the steam and electric railroads of the city of Philadelphia to send representatives to a meeting of the above committees, said meeting to formulate a general ordinance governing the use of all vehicles of whatever kind in the city of Philadelphia, said ordinance to be presented to Select and Common Councils of this city with the request that it take the place of all existing ordinances."

The resolution was adopted and on motion Mr. Morris and Captain Muckle were appointed the committee from the Automobile Club.

Washington's Great Parade

THE automobile parade to be held in Washington, D. C., during the national encampment of the G. A. R., next Monday, promises to be the biggest thing of its kind ever held in this country. A special committee has been appointed to take charge of the event. The chairman of the committee is Senator John M. Thurston, of Nebraska ; first vice-chairman, Robert E. Brown ; second vice-chairman, C. E. Wood ; and secretary, E. H. Duff. Among the members of the committee are General Miles, president of the National Capital Automobile Club ; F. C. Stevens, C. H. Norment, Hon. Davis Elkins, W. J. Fass, Colonel Henry May, Dr. Ralph Jenkins, Dr. Fry, Dr. Flint, A. L. Cline, W. T. Headley, F. de B. Weston, J. C. Wood, Captain Avery, and C. J. Bell. Nearly the entire membership of the National Capital Club is on the committee. The vehicles start from the Congressional Library on Capitol Hill at 10 o'clock on the morning of October 6, and proceed to Pennsylvania avenue, passing en route the White House, where the reviewing stand will be located, and in which President Roosevelt, Admiral George Dewey, and other prominent men, who will act as judges, will be stationed. The parade will disband north of Pennsylvania avenue and 17th street. Members of the cabinet, the District officials, and other prominent Government officers, will participate in the parade, and vehicles will be provided for them at the head of the line. General Bingham, Assistant Secretary of Agriculture, has promised that a large electric carriage will be handsomely decorated

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with sheaves of grain and potted plants from the Agricultural Department. There will also be a number of large automobile omnibuses for the use of several brass bands which will play during the progress of the parade. Senator Clark, of Montana, has informed the committee that if he cannot be in Washington on the day of the parade he will see to it that his \$10,000 machine is in line. Four prizes will be offered by the committee, two for first and second best floral-decorated automobiles, and the others for novelty features. The prizes will be silver loving cups, with appropriate inscriptions. No advertisement display will be permitted in the parade. Enough entries have already been received to make a splendid showing, and practically every automobile in Washington will be in the procession, and Baltimore, New York, Philadelphia, Richmond, Boston, and several other cities, will be well represented.



WILLIAM N. BEACH, NEW YORK, IN HIS LOCOMOBILE.

The A. C. A. Will Act

A MEETING of the Board of Governors of the Automobile Club of America was held on Monday at the offices of A. R. Shattuck, president of the club, and it was then decided that the organization would oppose the ordinance introduced to the Law Committee of the Board of Aldermen on September 4 by J. B. Thompson, representing the New York State division of the League of American Wheelmen. It was decided that it should be the policy of the club to oppose the ordinance for two reasons. The first ground of contention

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named by the governors of the Automobile Club is that of a legal technicality. The "Highway Law" passed by the State Legislature, according to the legal advisers of the club, does not permit any municipality to enact an ordinance that exacts a tax from the owner of a private vehicle. The second ground on which the automobilists decided to oppose the ordinance of the present administration of the L. A. W. in this State was that of common sense. It was agreed that city licenses would cause no end of trouble, and that if anything of the kind was necessary it should be done by the State. An automobilist starting from New York should not be required to take out several city licenses before reaching Buffalo, it was argued. A committee was appointed to confer with the officers of the National Association of Automobile Manufacturers with the idea of a joint committee being formed to offer a statute to the State Legislature. It is probable that a hearing on the license ordinance will be called for October 7.

President Albert R. Shattuck is quoted as having announced that he will not be a candidate for re-election at the coming annual meeting in November.

"I have been at the head of the club for two years," said President Shattuck in a published interview, "and I think it is time to give someone else a show. The club is in an exceedingly prosperous condition, with over 300 members, and is firmly established, and I am quite satisfied to retire."



LOCOMOBILING IN THE PHILIPPINES.

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

E. E. SCHWARTZKOPF, *Publisher.*

JAMES P. HOLLAND, *Editor.*

WILLIAM EARLE BALDWIN, *Associate Editor.*

WILLIAM H. MAXWELL, JR., *Associate Editor.*

VOL. IV. No. 25

NEW YORK, OCTOBER 4, 1902

PRICE TEN CENTS

AUTOMOBILE TOPICS is published weekly, by Automobile Topics, No. 29 West 42d Street, New York. Subscription price, \$4.00 a year in the United States and Canada, or in foreign countries within the Postal Union, \$6.00 (gold) in advance. Advertising rates may be had on application. Copyrighted, 1902.

Cable address—AUTOTOPICS, NEW YORK.

Telephone—4715-38th Street

By long odds the most interesting of the automobile trade papers is Automobile Topics.—THE NEW YORK AMERICAN AND JOURNAL, JUNE 23, 1902.

Automobile Topics, the leading motor vehicle journal of the country.—NEW YORK COMMERCIAL ADVERTISER, SEPT. 20, 1902.

Automobile Topics is by far the most interesting and the best edited.—EXTRACT FROM CIRCULAR OF THE NATIONAL ASSOCIATION OF AUTOMOBILE MANUFACTURERS, SEPT. 1, 1902.

Automobile Topics, the foremost automobile publication in this country.—LENOX LEE, AUG. 2, 1902.

Automobile Topics, a bright and breezy publication, that caters to the individual motorist, but which, from time to time, prints excellent articles on trade matters.—NEW YORK MAIL AND EXPRESS, SEPT. 6, 1902.

Impudence of the L. A. W.

FOR undiluted simon pure nerve the impudent ordinance which the cycle people are trying to railroad through the New York Board of Aldermen reaches the limit. There is no denying the fact that nine-tenths of the prejudice against the automobile is due to the sins of the bicycle scorcher. In days gone by, this hump-backed freak, made himself such a nuisance on the public streets that people grew to detest the very mention of a pneumatic tire.

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He was as irresponsible as he was elusive. To butt into people at street crossings was to the cycle scorcher a merry pastime. His victims were legion; and until his advent the man who kills and runs away had never been known. For all these sins the automobile has been victimized in every quarter of the globe. Where the victims of the automobile are ten, those of the cyclists number thousands. But on the other hand, the automobile has been abused in columns against lines written against the cycle freak. Motorphobia has become chronic in newspaper offices. Even papers claiming to be devoted to motor interests like the toothless "Horseless Age," will spill printer's ink galore in chronicling trivial automobile accidents, but not a word is written about cycle accidents.

The ordinance in question imposes no end of penalties for automobilists who have the presumption to live and breathe. This is bad enough. But in order to rub it in, the impudent promoters of the bill have inserted a provision which reads as follows:

Nothing herein contained shall be construed to apply to any vehicle propelled by horse power or by human agency, nor to any motor cycle, or bicycle, or tricycle, nor to any street car, by whatever motive power propelled, nor to any elevated or steam railroad or railway car or the engine or other motive power used to propel the same; nor to any vehicle mentioned in Section 1 hereof, owned or employed by the city of New York or by the Government of the United States, or by any regularly constituted hospital in said city of New York.

Cheek is no word to describe nerve of this kind. If the A. A. A. and A. C. A. allow such monumental impudence to pass unrebuked, they will be unworthy of their title. It is up to them now to prepare an ordinance on reasonable lines which shall face the necessity of a license and examination both for automobilists and their machines.

It is useless getting behind the cry that this is class legislation. There is an absolute necessity for precautionary measures to prevent the automobile being ruined by fools of the bicycle scorcher order.

Incidentally this obnoxious measure may not be without its good side. If it shall show to automobile enthusiasts as well as automobile manufacturers that their salvation lies in giving the cold shoulder at once and forever to officious ex-bicycle cranks, it will not have been born in vain.

A. C. A. Election

NUMEROUS inquiries have reached this office in reference to the authorship of the letter from "A Member of the A. C. A.," which appeared two weeks ago. We have communicated these to the author with a request that inasmuch as doubts were raised as to the genuineness of his communication, he allow us to reveal his identity. This, however, he has declined to do. We mention this as a reply to correspondents seeking the name of the writer of the letter, and can only repeat what we have already said, that he is one of the prominent members of the club, closely identified with its best interests.

With reference to the forthcoming election it will be interesting to know that a nomination committee has been appointed including Messrs. D. H. Morris,

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W. J. Stewart, representing the manufacturers, and J. M. Hill representing the members at large. This committee will be ready to receive communications or suggestions in reference to the ticket to be voted for in November.

Meantime conflicting rumors are heard with regard to Mr. Shattuck's intentions as to seeking another term. There is a widespread feeling amongst members of the club that his usefulness would be preserved in better shape as a member of the governing board, especially if the amendment of the constitution giving the president absolute control shall be rescinded. In the event of Mr. Shattuck's retirement, Mr. Bostwick is most prominently mentioned as his successor; though there is a strong feeling in favor of Mr. Vanderbilt. Mr. Shattuck as chairman of the committees, is pretty generally regarded as the best possible choice and with the additional powers which the abolition of the amendment would confer upon that office his election would be a distinct gain to the Automobile Club of America.



12-HP. RENAULT CAR. W. K. VANDERBILT, JR.'S LATEST FAVORITE.

The Renault Car

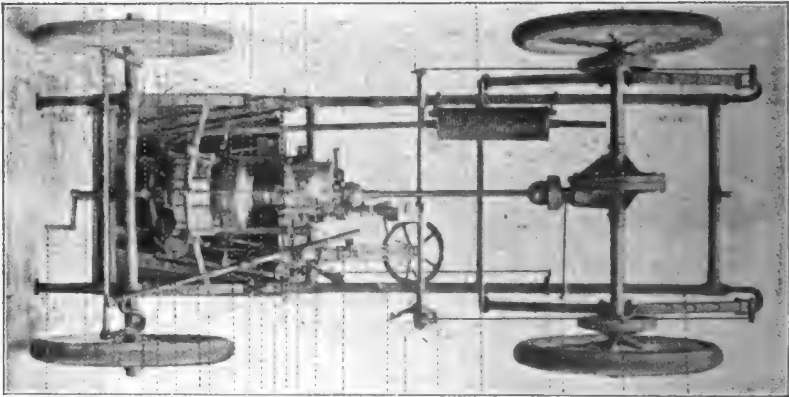
BEFORE undertaking to describe the now well-known Renault car, the manufacturers' claim that their winning the first place in the Paris-Vienna race was due, first of all, to the fact that their vehicle was built along line which were at once sane and of proved value, should be stated. No attempt was made to load up a chassis too light to stand the strain of a motor of excessive power. The lines of development evolved from the earliest days of motoring were closely followed in every way, and the lessons they told were not lost on heedless ears. Added to this was the very important feature of first-class workmanship and

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materials. Had there been anything else in the vehicle, it surely would have succumbed to the difficulties it successfully encountered in crossing the Swiss mountains.

The chassis proper is said to be of weldless steel construction, all the joints being of steel, and shrunk on. Long flexible semi-elliptical springs carried in front on a tubular axle, securely fastened by the shrinking of a joint on the springs, support the frame. As can be readily seen from the diagram, all the ends of the springs are fastened to the frame by swinging squares, which diminish the usual wear brought on by the frequent shocks occasioned by inequalities in the road. At the same time the strong foundation given by the frame, and the great flexibility of the suspension, give rigidity to the chassis, without affording it any chance to get out of alignment.

One of the most interesting parts of the Renault car is the motor, which has four cylinders, grouped two and two on an aluminum crank case. It is rated



RENAULT'S 12 HP. CHASSIS. VIEW FROM BELOW.

at 24 hp., and is simple and strong in appearance. The inlet and exhaust valves are superimposed, the former being automatic, while the latter are operated by longitudinal shafts, forged in one piece with the cams. A lever attached to the steering column affords the means for regulating the compression. A feature of the exhaust valves is their perfect working, and freedom from the ills usually inherent to their kind.

A large compartment for the water circulation surrounds the cylinder proper, as well as the valve chambers. The actual circulation of the water is accomplished on the thermo-siphon system, which, the makers claim, is an original and valuable feature of the Renault cars. It is so very effective that the Renault Brothers claim never to have burned a valve even in the slightest manner since its installation.

Ignition is accomplished by means of electricity, distributed through a Carpentier trembler, according to the needs of the motor.

Carburation is effected by pulverization, controlled by a lever placed on the left side, and affixed to the top of a stem running up beside the steering column

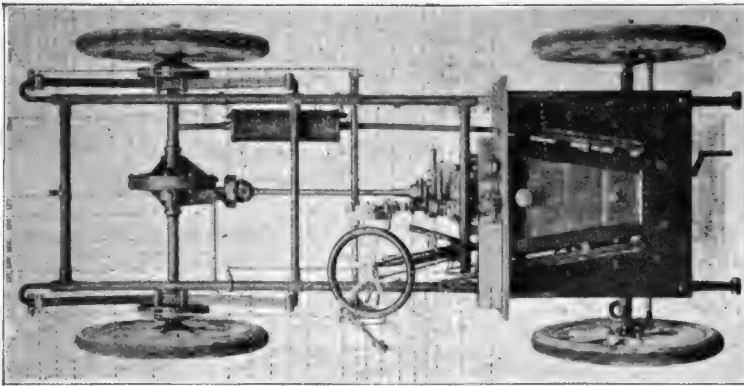
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proper. Perfection in control of the fuel supply, and economy in the point of operation, are the points of superiority claimed for the method employed.

Advancement of ignition, and control of the supply of air going into the carburetor is effected at the steering column, the general idea of the Renault cars, to make everything as convenient to the operator as possible, being well carried out.

A friction clutch, composed of a male portion made of aluminum, faced with leather, and a female portion made of steel, is employed. It is positive, and extremely effective in action, and at the same time easy to operate.

From the clutch the course of investigation is directly to the change-speed device. There are three speeds ahead and a reverse, all being operated by one lever. In passing from one speed point to another the most noticeable features are the lack of noise, and the ease with which the different changes are accom-



RENAULT'S 12 HP. CHASSIS. VIEW FROM ABOVE.

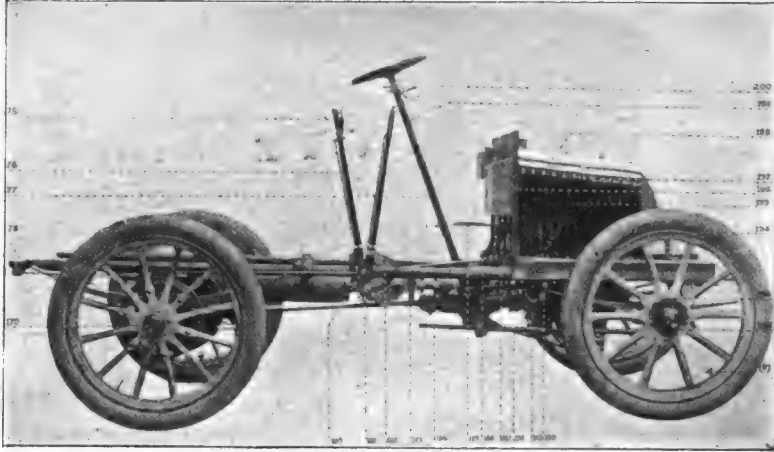
plished. A point which largely aided M. Marcel Renault in the Paris-Vienna contest was that whereas many of his competitors lost a considerable amount of time in changing gears on grades, he never had to accept nearly so great a loss of headway as did his competitors on those occasions.

The great point of interest in all the Renault system is the beveled driving-gear drive. M. Marcel Renault's car was one of the first in the world's history of automobiling to win a first place in a great endurance race driven through a power-transmission gearing so unlike that in general use. It is claimed that this method does away with the danger of breaking chains, and provides a positive drive in every way superior to that which might be accomplished by the use of any other system. As will be readily seen from the views shown herewith, the drive is through two universal joints, and directly back on the differential gear. No matter what may be the jarring, the alignment is kept intact, and the full force of the power is always directly transmitted, and felt.

A Renault car is easily guided, because of its steering system, which its

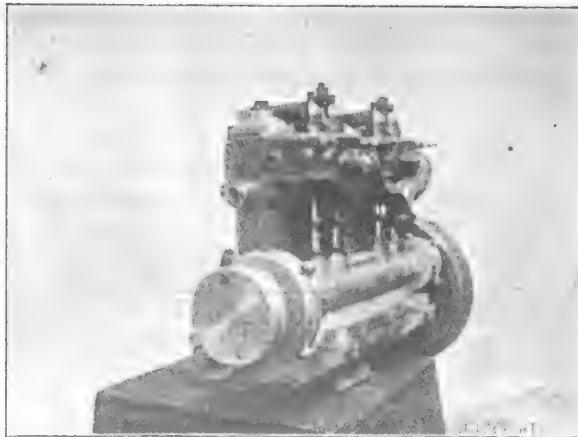
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makers claim to be one of the best in existence. Its construction is readily seen by a glance at the accompanying drawings from *Le Chauffeur* of July 25 last,



RENAULT'S 12 HP. CAR. SIDE VIEW.

which show a Renault car viewed from the top, the side, and from underneath. Irreversibility, strength, and reliability, Renault Brothers claim, are the principal points of value of this method. Two brakes are fitted. One is operated by



RENAULT'S 24 HP. 4-CYCLE MOTOR.

hand, and acts on the rear wheels. It is of the band type, and is very flexible, working both ways with equal ease. The second brake is mechanical, and oper-

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ates on the driving shaft. It is manipulated by the same lever used to disengage the clutch, and will, it is claimed, hold the car on almost any grade.

Automatic lubrication is provided for all the moving parts, many of the most important of which run in dustproof oil baths. A force pump is affixed to the dash, and in this way a perfect supply of oil is assured at all times to the parts requiring it.

The opportunity is seldom given an automobilist these days to examine a car so symmetrically designed as is the Renault. It is simple in the extreme. Every part is made with the evident design of being put in position to stay, and to last. The alignment is perfect, and the car has every appearance of having been carefully planned out before any work was done on it. No part seems to have been stuck in as an afterthought, and in this respect, as well as in many others, the Renault seems to lead many of its competitors.

Inspection of French Cars

To the Editor, *Automobile Topics*:

Permit me to correct an impression which I have frequently encountered since my return from Paris a week ago. I have heard it stated on many sides that the automobiles imported from France were only those which the public examiner (L'Ingenieur des Mines) refused to permit to be used in France. In other words, machines which failed to pass the examiner in France were shipped to this country as perfect. This is a gross error. Its origin I think is traceable to the envy which the success of French vehicles may have caused. All automobiles which circulate in France are manufactured after a type which has been examined and approved by L'Ingenieur des Mines, who has charge of this work and who sends a detailed report to the Prefect of Police. These types are classified under the name of the maker, and are marked Series A and Series B, etc. Every carriage sold by the manufacturer is accompanied by a special certificate received from the Prefect of Police certifying that a model of this type of carriage has been examined and received permission to circulate. In this certificate are blanks for the name and address of the purchaser which he has to fill up and return to the Prefect of Police, who will send him in exchange a permit of circulation without further examining the carriage. French carriages not made in series, and foreign carriages have to be examined—each individual carriage.

G. COMBET.

New York.

Import and Export of Automobiles

A CIRCULAR from S. M. Butler, secretary of the Automobile Club of America, calls attention to the fact that through the efforts of the American Automobile Association, and the Automobile Club of America, the matter of the importation and exportation of automobiles into and out of this country under the present rulings of the Treasury Department, stands as follows:

That an American-built automobile may be taken abroad, and, provided it has not been advanced in value, or improved in condition by any foreign-made

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attachments, may be brought back again free of duty.

An owner desiring to take his American-built automobile abroad, should obtain from the custom house at the point of departure an outward bound clearance. Before returning to this country, he should obtain from the United States consul at the point of departure an inward bound clearance, and a declaration made before the said consul of the fact that the automobile was exported from the United States, and that it has not been advanced in value, or improved in condition, by any process of manufacture or other means.

Failure to comply with the foregoing requirements will render the automobile, on importation, subject to the same duty as those of foreign build.

That an automobile of foreign manufacture having been brought into this country, and duty paid at the time of importation, may be taken out of the United States for use abroad, and is exempt from duty on re-importation, provided it has not been advanced in value or improved in condition while abroad.

An owner desiring to take his foreign-built automobile abroad should register it at the custom house before it is taken out of the United States, and furnish satisfactory evidence that the duty was properly paid at the time of the first importation (application should be made personally, and can be made without the interposition of a custom house broker). A certificate will thereupon be issued to the owner, and upon its return, the automobile, fully identified, will be admitted free of duty.

That the regulation permitting the free entry of bicycles of tourists, brought into this country for temporary use, not exceeding three months, has been extended so as to include automobiles brought by tourists from abroad for a stay of not exceeding three months. In such cases formal entry is required, a careful examination and appraisal is made at the point of importation, and a bond satisfactory to the custom authorities, with penalty in double the estimated duties, must be given by the importer, providing for the due exportation of the automobile covered thereby within three months from the date thereof, when such bond shall become null and void; otherwise to remain in full force.

American citizens traveling abroad are not regarded as "tourists" by this regulation, and its provisions do not apply to them.

It should be remembered that the above are the present rules and regulations of the Treasury Department, and that they are liable to change without notice. We would suggest that while these rules are now in force, yet, if occasion should arise to act under them some months hence, it would be well to make inquiry as to how the matter then stands.

Horse Accidents

A FOUR-YEAR-OLD boy, while playing in West Fiftieth street, New York, on Tuesday last, was run over and killed by a six-horse truck. It does not appear that the driver was to blame. But suppose he had been operating an automobile, and this accident had occurred, what then? The newspapers would have displayed the news, instead of giving it a few lines, and there would have been homilies on the dangers attending the use of motors in a crowded city's thoroughfares. On the same day the horse drawing a carriage on Riverside Drive

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ran away, the vehicle was overturned, and the terrified woman who occupied it thrown out.

Suppose it had been an automobile.

The day before, a trolley car ran over a boy and cut his legs off. We hear no suggestions that trucks be suppressed, horse-drawn conveyances abolished, and trolley cars eliminated. Railroad trains kill their victims daily in all parts of the country, but nobody dreams of proposing that the remedy for this constant loss of life should be to do away with railroads. The public is so accustomed to accidents in connection with carriages, trolleys and railroads that unless they have exceptional features, little or no attention is paid to them.

The prejudice against the automobile is un-American because it is stupid—a mere dislike of novelty more befitting a backward country than one which is pre-eminent for its inventions. With regulations that shall insure competency in the driver, and proper penalties for reckless scorching, all reasonable objections to the auto will disappear. Skilfully handled, it is the safest of vehicles.—New York American and Journal.

Thomas Field, 27, residing at 122 South Scioto street, Columbus, Ohio, sustained a dislocation of the right shoulder and a severe scalp wound in a runaway accident. He was removed to his home in the city ambulance.

As S. B. Munsey and wife were going down a steep hill in Chichester, the hip strap of the harness broke, letting the carriage down upon the horse. Mr. Munsey, in trying to hold the horse up, broke the reins, and the horse ran away, throwing them both out, and bruising Mr. Munsey and breaking Mrs. Munsey's wrist. Frank Towle, meeting the team, and trying to stop it, was knocked down, and had three ribs fractured.

One runaway hansom plunged into another at Eighth avenue and 24th street one day last week, and both vehicles and horses were overthrown. The three women and one man who occupied them, with the drivers, were hurled headlong amid the wreckage.

William Schinker, of 109 Allen street, Manhattan, and Samuel Jaffe, were driving last Sunday in a light wagon in Broadway, Williamsburg, when the horse became frightened at an elevated motor, and ran away. Policeman Edwards, of the Clymer street station, seized the horse by the head. He was swung off his feet, but held on. The horse ran into a trolley pole, and Schinker and Jaffe were thrown out on their heads and seriously hurt.

While Mrs. John C. Westervelt, wife of a broker, living at the Wellington apartments, 56th street and Seventh avenue, was being driven down Broadway in a cab, on Friday last, the horse took fright and ran for several blocks after the driver had been thrown off his seat. Policeman Michael Butler caught him at 44th street, and assisted Mrs. Westervelt out. She had been badly shaken up by the cab bumping against the subway fence posts and she was very weak from fright.

Sport and Utility

Park Commissioner Eustis, of the Borough of The Bronx, is in favor of an automobile speedway, and believes that its location in his part of the city is possible. "There is plenty of room in my borough," said the commissioner, "and there is nothing unreasonable in a request of the sort from the operators of automobiles. They are increasing in such numbers that consideration for their growing needs is only just. The horseless vehicle is here to stay, and provision must be made for it in the extension of our park system."



Chas. E. Miller, of 97 Reade street, reports quite a demand for the Miller Refrigerator Basket among contestants for the Boston reliability run next week. The basket, as its name implies, is a handy little traveling companion for such a journey, and recourse to its contents by either driver or observer is not included among the penalized stops of the A. C. A. rules.

The Prescott Automobile Manufacturing Company last week shipped a Prescott steamer to New Zealand, and another one to Australia.

Mr. Charles J. Glidden, of Lowell, Mass., arrived in Paris last week, having driven a 16-hp. Napier over 5,000 miles. His driving days numbered 38. Mr. Glidden started on his tour from London, drove to Newhaven, and then shipped his machine to Dieppe. A summary of the miles driven is as follows: England, 132; France, 2,700; Germany, 608, Austria, 250; Italy, 508; Switzerland, 897; Spain, 30; total, 5,125. Throughout the total distance Mr. Glidden experienced 16 punctures.

Among the recent purchasers of Columbia vehicles are Mr. Archer M. Huntington, Pleasant, Baychester, N. Y., who has purchased a Mark XXXV Extension Front Brougham for the purpose of running the vehicle between his country residence and his office, 35 Wall street, New York, a distance of 20 miles. He has also purchased one of the company's delivery wagons for use in transporting baggage, etc., at his country residence. Mr. H. H. Rogers, of the Standard Oil Company, 26 Broadway, New York, has purchased a Mark XXXV Straight Front Brougham. Mr. W. H. Preston, 171 New York avenue, Brooklyn, N. Y., has purchased a Mark XXXI Victoria. Mr. Chas. G. Gates and Mr. Edwin Gould have each purchased a Columbia Opera Bus.

The Winton Motor Carriage Company, of Cleveland, have practically completed their plant at Lakewood, near Cleveland. It will be in full operation this month, exactly four months from the time the first shovel was turned. There are three large buildings, a pattern shop, a machine shop, and a foundry, embracing the largest automobile factory in the country. The change of factories has been made without any loss of time. The machines were moved one at a time,

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and the workman employed on each machine moved with it, setting it up immediately in the new factory. Not until the old building has been deserted will the work there stop. The Winton Company will erect a large seven-story office building and salesroom in the business section of the city.

Consul Thornwell Haynes, of Rouen, sends the following extract from a Paris newspaper: The circular letter sent by the committee of organization of the Fifth International Automobile Exposition, to be held at the Grand Palais, from December 10 to December 25, 1902, has been so liberally replied to that Mr. Gustave Rives, the commissioner-general, has some doubts about there being room enough for all the applicants for space. The great success of previous expositions is still fresh in the memory of all persons interested in the trade, and there is promise of a rush to obtain space and be prominently represented at the coming show.

A motor and cycle exhibition is being organized to be held in Dublin next year.

The following has been received from Consul B. H. Warner, of Leipzig, dated September 1, 1902: The director of the agricultural experiment station in Corfu, Mr. A. E. Mavrojani, has asked that catalogues and price-lists of petroleum and steam engines and gas motors of low horse power, suitable for running pumps, be sent him.

A company has just been formed in Cape Town, with a capital of £30,000, to be known as the South African Motor Car Company. It is intended to act as general importers and dealers in all kinds of motor cars, cycles, and every description of machinery and parts used in the construction of this class of vehicle, and to employ a competent staff of mechanics. In addition to running cars for pleasure trips, the directors also propose at an early date to establish a public service to the docks in Cape Town.

The Fifth Annual International Automobile and Bicycle Exposition, of Leipzig, Germany, will be held under the auspices of the Society of German Bicycle Manufacturers, at the Crystal Palace, Leipzig, from the 18th to the 27th of October next.

How long would a locomotive last, even under the favorable conditions given to it on railroads, if it was not frequently put in the repair shop? asks A. E. Ranney, in an article on "Care of the Automobile." Is it not most absurd and irrational to ask of an automobile manufacturer that he produce an engine which can do more than any locomotive could possibly perform under similar conditions, and to condemn it because it occasionally rebels to abuse and mismanagement? Many of the automobile engines of the higher grades are to-day practically perfected. They will do their allotted work day in and day out, if scientifically handled and cared for. They require, like all fine machines, occasional repairs, but the percentage of necessary repairs to those which are unnecessary under proper management and care is extremely small.

AUTOMOBILE TOPICS

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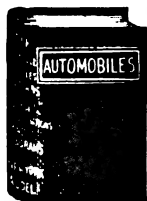
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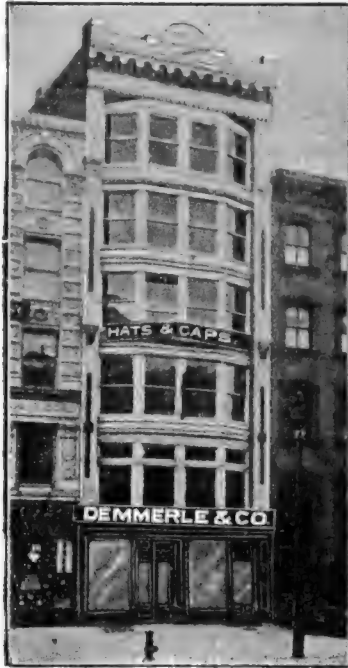
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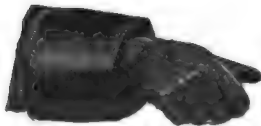
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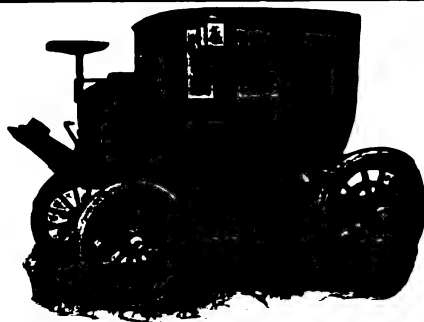
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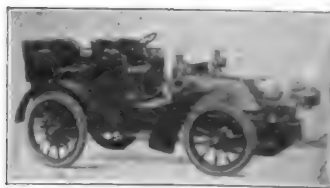
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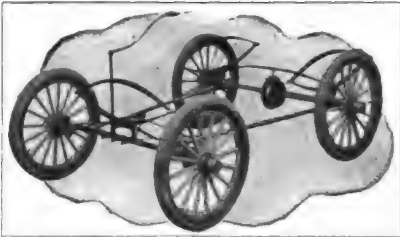
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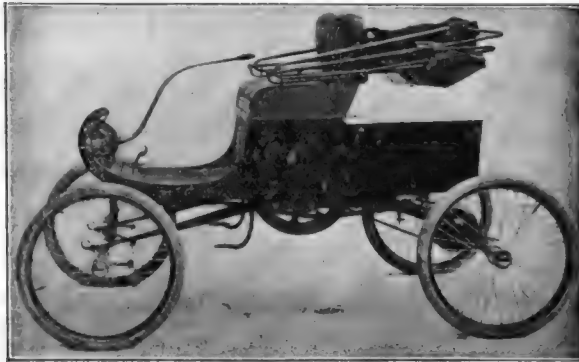
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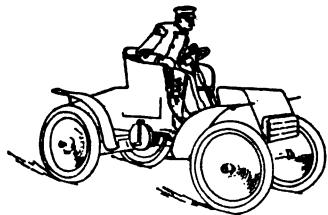
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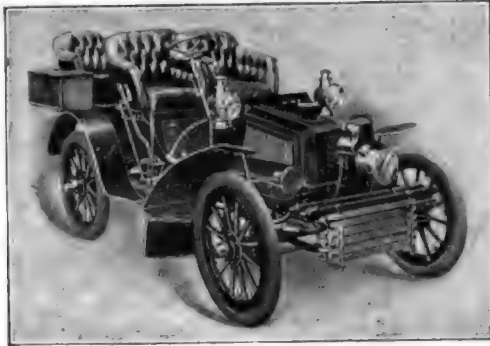
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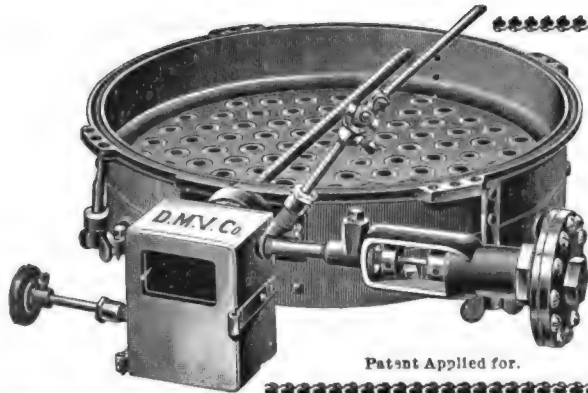
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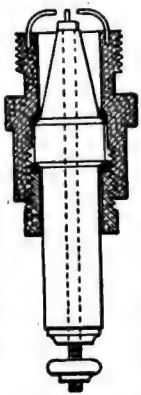
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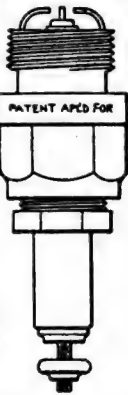


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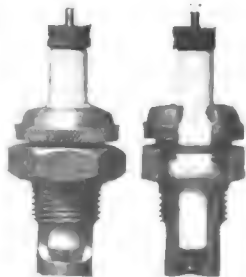
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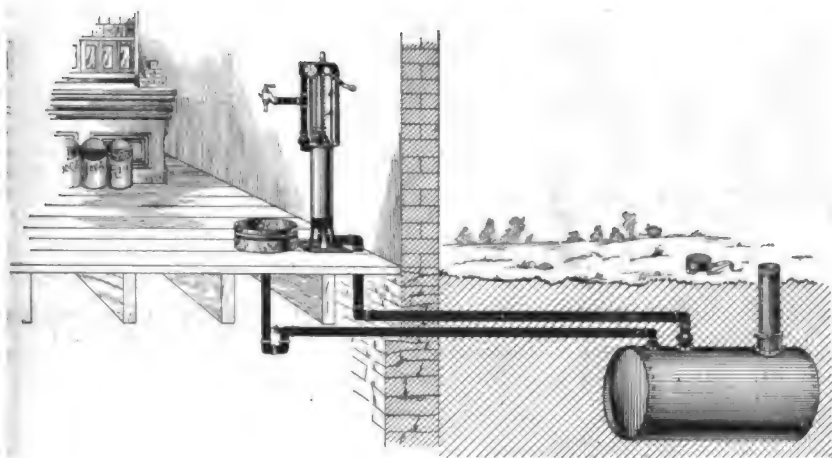
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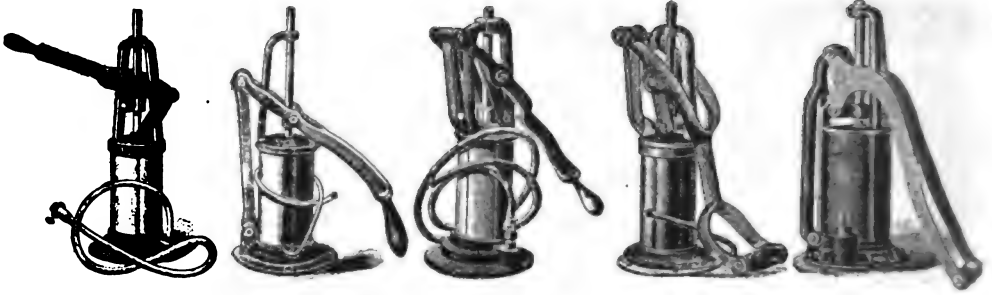
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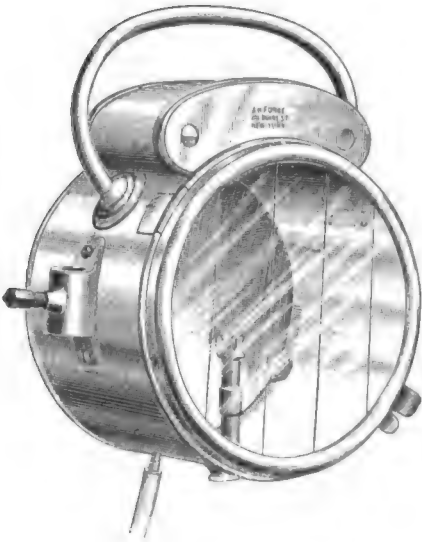
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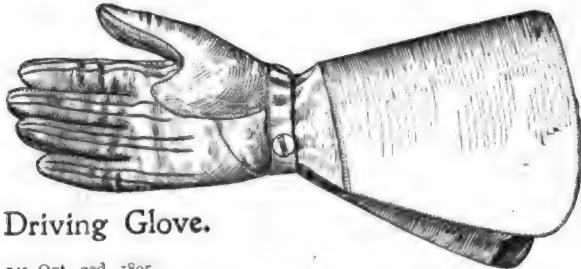
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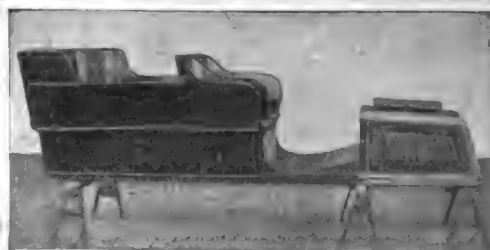


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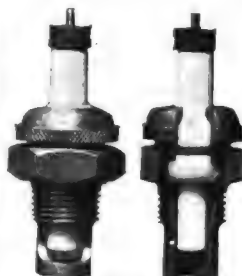
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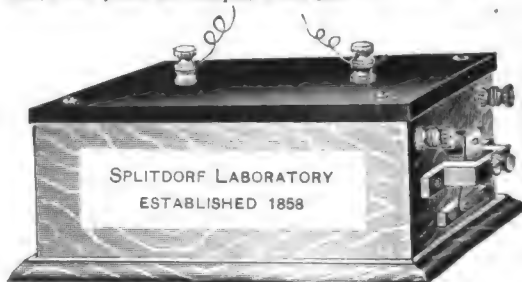
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OCTOBER 11, 1902.

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AUTOMOBILE TOPICS FOR SALE ON ALL NEWS STANDS

Agency for Foreign Subscriptions:

INTERNATIONAL NEWS COMPANY

Breams Buildings, Chancery Lane, London, E. C.

Stephan Strasse, No. 18, Leipzig.

PRICE, 10 CENTS A NUMBER; \$4.00 A YEAR.

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NEW YORK-BOSTON RELIABILITY RUN.
An Ugly Descent, Putnam Hill, 13%, After Leaving Greenwich.

Automobile Topics

Illustrated.

VOL. IV.

OCTOBER 11, 1902.

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New York-Boston 500-Mile Reliability Run

THE great Reliability Run between New York and Boston, which will have run half its course when this appears in print, marks an epoch in the history of American automobiling. The Automobile Club of America is to be congratulated for the perfect manner in which the preliminary details have been arranged, and it may be regarded as a foregone conclusion that the result, while disappointing to some, will be satisfactory to the many, and will be accepted as pre-eminently fair by all interested in automobilism.

Foremost among the many praiseworthy features of this reliability contest is the adoption of the common sense principle so frequently advocated by *Automobile Topics*, namely, to Drop the Hour and Take Up the Mile. This rule has been not only officially adopted, but it has also been made the basis of measurement by which the merits of contesting vehicles are to be determined. It works out in this fashion:

The entire six days' race is divided into periods of half days, twelve in all. Each period is considered as an individual race by itself, and allotted a maximum number of marks. This number is arrived at by a process which is as simple as it is reasonable, and easy for the contestants to follow. Thus, the first and twelfth half day, Thursday morning last, and Wednesday afternoon next, covers the stretch between New York and Norwalk, a distance of 44.5 miles. The average rate of speed allowed is 14 miles an hour, according to the old style of reckoning, or 4.285 minutes (a fraction over 4 minutes and 21 seconds) to the mile by the common sense method. For each mile passed without mishap or breach of rule, the contestant receives 4.285 marks, or a mark per minute. Hence, at the end of each period it will be simply necessary to multiply the number of miles run by 4.285, which gives the maximum number of marks, or 190 for the first and twelfth periods. All stoppages not included in the list of non-penalized stops are counted at the same ratio, namely, one per minute. Thus, if on the run between New York and Norwalk the car is stopped for any penalized cause,

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say for 30 minutes, 30 marks are deducted from the total, making the credit for the period 160 marks. In like manner, if a vehicle, on account of slower speed, takes more than 190 minutes to cover the 44.6 miles (exclusive of non-penalized stops) one mark is deducted for each minute in excess of 190 minutes consumed.

As it is impossible, owing to the time of going to press, to give any report of the run itself in this number of *Automobile Topics*, the next best means of enabling our readers to follow the race is the reproduction of illustrations showing bits of the road traversed, which are given herewith.

In addition to the honorary distinction in the shape of marks for reliability, there will be four cups presented to the four vehicles showing the highest number of reliability marks. These are presented by the president, A. R. Shattuck, and by Messrs. Scarritt, Chamberlin and Hill, and will be awarded in this order to the four winning vehicles.

At this writing it is only possible to hope that the fine weather which has been such a welcome change during the early days of this week will continue until after the last car shall have reached home on Wednesday night, October 15.

Across Napeague Beach on an Automobile

BY ARNOLD WOOD

NAPEAGUE BEACH was not meant for automobiles. Seven miles of a sandy swamp, most of it under water and dangerously deep in spots owing to recent rains, with a Life Saving Station looming up as the pleasantest bit of scenery, the life saving crew offering to tow us out as they had done a bigger machine than ours a week previously—well, our trip across Napeague Beach was one to be remembered and my experience may be interesting to readers of *Automobile Topics*.

I left Long Island City at 8.00 a. m. on an 11-hp. Autocar (tonneau type) and had an uneventful run as far as Amagansett, about 105 miles, averaging 18 miles an hour. Although this is not fast running, but considering that for nearly fifty miles from Long Island City, or until well past Patchogue, running is slow, owing to the strict policing of the roads through the smaller towns (the first 51 miles was made in $4\frac{1}{4}$ hours, and the remaining 54 miles in $2\frac{1}{4}$ hours, averaging 12 and 24 miles per hour, respectively), the average of 18 miles running time is not so bad. But all ideas of speed had to be abandoned after leaving the town of Amagansett, 18 miles from Montauk Light.

Half a mile from Amagansett the road takes a sudden fall for about a third of a mile and you are abruptly cast upon what looks like a sand desert, partly covered with water, out of which arise numerous small sand mounds overgrown with beach grass. For a mile the roads are heavy sand, so deep in fact that the radiator in front of the car touched ground, leaving an imprint in the sand as though a garden rake had been towed behind. Yet we held our own well, under the low gear, hoping for better conditions, but that was only the beginning of our trouble.

The road ahead led to water and then disappeared, except when numerous

AUTOMOBILE TOPICS

sand hills, thickly overgrown with grass and low brush loomed up above the surface. To climb these was impossible. Had I known what was ahead of me I certainly would have turned back, but my car had behaved so well I decided to put her through.

I took to the water, which proved to be but three or four inches in depth, and was able to increase my speed a little. A more lonely and desolate place than Napeague Beach would be hard to find. The Atlantic Ocean on one side and Gardner's Bay on the other, about three miles apart, and ahead nothing but miles of sand, and most of it covered with water. Visions of spending the night



NEW YORK-BOSTON RELIABILITY RUN. THE STARTING POINT AT FIFTH AVENUE AND FIFTY-EIGHTH STREET.

there a prey to mosquitoes, who seem to regard the spot as their own particular Mecca, filled my mind. Conditions grew worse and worse, until at last my car took a plunge and the water was up to the under side of the car. A cloud of steam arose around me and as I heard the hissing and spitting of the engine in contact with the cold water, my heart sank deeper even than the car wheels. But evidently I did not know the ability of my car. Never stopping a second, through the water we went, engine partly submerged. To stop would have been fatal, the only thing to do was to pray for shoaler water. We soon found in about 100 yards that we were floating (!) higher and in about a quarter of a mile left the water for heavy sand again.

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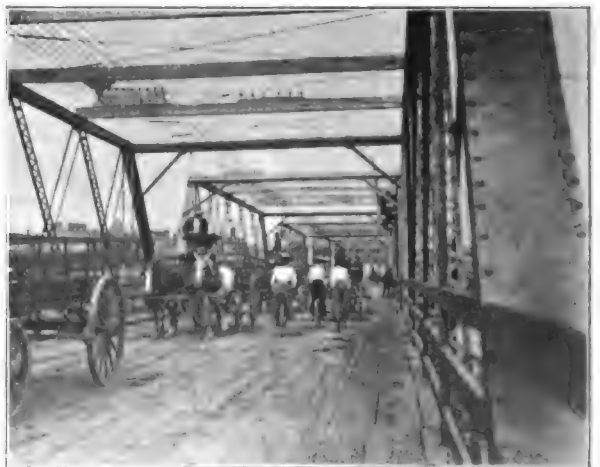
WASHINGTON BRIDGE, BRIDGEPORT, CONN.

It was a relief to be on comparatively dry land, although our car made less fuss in the water. On our right we saw the first sign of life since leaving Amagansett, four miles away, the U. S. Life Saving Station. I halted the car to consult the crew of the station, who expressed great surprise at our undertaking, especially as the week of rain had added to this already wet stretch of beach. They, however, consoled me by saying that I had yet a mile to go

before reaching the half-way point, and that recently a large French car had broken an axle in the deep sand, just beyond, and had to be towed out.

I made a hasty examination of the machinery and found all in good shape, at least all that I could see after cutting off the mud, which had become baked on the entire engine. I refilled my water tank, which was on the boiling point, with fresh water from a pool on the road, and, after cooling off a little, started again on my Pilgrim's progress. I had gone but a short distance when one of the men from the Life Saving Station asked me if he could get aboard, as his boat took him three miles up the coast. I dreaded the weight of a fourth man, but thinking that he might be useful should I stick, took him aboard. From the Life Saving Station on we found less water on the roads, but the sand was terrible. The forward mud guards were plowing two to three inches deep and wet sand was flying behind in a shower, thrown up by the slipping of the rear wheels.

We now came to our only forced halt. We had reached a slight grade and the car refused to move, although the engine continued to run and the wheels to revolve in the sand. We alighted, and by giving the engine a sudden start she pulled the car out of the deep sand and up the grade. At the top we saw in



THE HARTFORD BRIDGE, HARTFORD, CONN.

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ROADWAY NEAR BROOKFIELD, MASS.

The road up the first hill at Montauk was very steep, 14 per cent. heavy sand and about one-eighth of a mile in length, but once in Montauk the roads were hard, and although very stony and deeply rutted, they seemed to us perfect after what we had been through. We ran over the hills at a good rate, and just as the sun was setting pulled up at the Montauk Inn, covered with mud, tired out, but very happy to have safely arrived. After dinner we made a thorough inspection of the car and found everything in place; not a nut loose, not a bearing worn, not a strained or loose joint; in fact, the car was in as perfect condition as the day it left its makers. When we realized that we had traveled over seven miles on the low gear, through sandy and watery roads, in worse condition owing to heavier rain than the natives had seen there for months, in a little less than an hour and a half we concluded that it spoke well for what an automobile can do.

Not wishing to repeat the experience, I made arrangements with the Long Island Railroad Company to bring my automobile back to Amagansett on a flat car, which they did the next morning. When we ran her off the car at Amagansett it seemed as though she never had run so well before. The road from Long Island City to Amagansett is good, but stops there.

ARNOLD WOOD.

the distance the first hills of Montauk Point, two miles away, and we all experienced a happy feeling. But the two miles to cover were fearful and those hills of Montauk seemed to grow more distant as we slowly dragged our way toward them. To describe those two miles would be but a repetition of the past; suffice it to say that when we reached the hills we left our "Life-saver," who wished us good luck and went to his duty on the beach



STATE STREET, SPRINGFIELD, MASS.

Vomits Pestiferous Fumes

THIS is how the motorphobic editor of an Irish paper relieves his feelings over the advent of automobiles: "The modern Phaethon sounds his syren, whose startling voice is enough to demoralize nervous people unfamiliar with the muffled noise it makes. It often approaches the unwary pedestrian in a cloud of dust, snorting along at express speed as it vomits forth its pestiferous fumes. If



HILLY COUNTRY BETWEEN STAMFORD AND MIANUS.

motorists would always collide with policemen their erratic speed would soon be regulated by the magisterial bench." It scarcely needs the philosophy of Mr. Dooley to discuss this man's identity as a fire-eating Orangeman of the North of Ireland.

Motor Cycling says: "Motorists everywhere agreed that when the proposed speed-limit regulations are revised the act should read 'So many minutes to the mile,' instead of 'So many miles to the hour.' It appears that the English are willing to accept American ideas, as this is distinctly an American proposition."

What 74.5 Miles an Hour Means to the Driver

(By E. Hospitalier in "La Locomotion.")

"EVER faster," is still the latest cry of automobilism. Those who utter it do not always realize the force, power and energy brought into play in order to satisfy the exigencies of that special class to whom, the beating of a record—even at the greatest danger to themselves and their admirers—constitutes the *ne plus ultra*—the quintessence of cleverness. Hence it will



FORK IN THE ROAD BETWEEN GREEN WICHAND MIANUS.

be of interest to establish, by a few figures, the mechanical consequences of such high speeds, were it merely to show therefrom their inutility and danger, and, let us say the word (as our claim to have been one of the earliest of automobilists gives us the right to do), the *wrong* done to automobilism by insane velocities against which we shall not cease to raise our voice so long as they are not confined strictly to a race track upon which chauffeurs attacked with the celerity-mania may satisfy their passion for speed *usque ad infinitum*.

In order to make the matter plain by a concrete example, we shall consider

AUTOMOBILE TOPICS

the kilometre race with a length of 600 metres (1,968 feet). We shall suppose (and this is the most favorable case) a good, level road of straight alignment, and a constant acceleration during the covering of the kilometre. The carriage, in running order, will be regarded as weighing exactly one ton (2,204.62 lbs.), and the coefficient of traction will be allowed to be equal to 20 kilogrammes (44 lbs.) per ton.

After a travel of 600 metres (1,968 ft.), the carriage should have reached a speed of 34 metres (111.5 ft.) per second. The well-known relations between spaces, times, speeds and accelerations in a uniformly accelerated motion permit of calculating that, in order that the speed of 34 metres per second shall be reached upon a stretch of 600 metres, the acceleration must be precisely 1 metre (3.28 ft.) a second per second.* This means that the speed, nil at the moment of starting, will be 1 metre per second at the end of the first second, 2 metres per second at the end of the second second, and n metres per second at the end of the n th second. Such acceleration is exactly the quadruple of that of the present trains of the Paris Metropolitan Railway, the acceleration of which does not exceed 25 centimetres (9.75 inches) a second per second.

In order to obtain such acceleration, it is necessary to exert a tractive force corresponding to 100 kilogrammes per ton (220 lb. per 2,204.62 lb.), which, added to the 20 kilogrammes (44 lb.) per ton peculiar to the road, gives a total of 120 kilogrammes (264 lb.) per ton.

At the end of the last second, after the normal rate of speed is established and the acceleration becomes nil, the product of the tractive force multiplied by the speed represents the power that the motor must develop at the felly of the wheels, say: 34 metres \times 120 kilog. = 4,080 kilogrammetres (29,580 foot-pounds) per second = 40.8 poucelets = 54.4 hp. (53.7 hp., English).

But this figure does not correspond to the real power necessary, since we have omitted an important factor as to which precise data are as yet wanting, and that is the wind resistance, which depends upon the form, dimensions and speed of the vehicle. As this factor is considerable, we may conclude from these figures that, after a run of 600 metres (1,968 ft.), a carriage that has but a 50-hp. motor either is not yet under speed or has not traversed, with a constant acceleration, that is to say, with uniformly increasing speed, the 600 metres started upon. For future progress, it would be interesting to mount upon the carriage an arrangement that should inscribe the speed of the vehicle upon a registering cylinder at every instant, and that should thus permit of deducing therefrom the acceleration and all the other data of the problem. Arrangements to permit of effecting such registering would be neither difficult nor expensive to realize, and the diagrams afforded would furnish manufacturers valuable data as to the behavior of the different speed-changing gears during the period of acceleration. The registering of the speed of the vehicle at every instant would permit also of accurately determining the coefficient peculiar to the resistance of the air that is necessary to

*The lengths are measured in metres; the speeds, in metres per second; the accelerations in metres per second per second; the force in kilogrammes; the work or mechanical energy in kilogrammetres; and the power in kilogrammetres per second, or poucelets, which are equal to 100 kilogrammetres per second. The horse-power, an absurd unit, is equal to 75 kilogrammetres per second.

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attribute to each form of carriage, since it is very evident that, at full speed, the entire power of the motor is put forth to overcome the resistance of the road, the friction of the mechanism and the resistance of the air.

However this may be, let us suppose that our one-ton carriage is under a headway of 34 metres (111.5 ft.) per second. It will then constitute a projectile that possesses a kinetic energy, or live force, of which people generally have no very clear idea. An elementary calculation shows that such energy is equal to 57,800 kilogrammetres (419,050 foot-pounds), say, in adding the kinetic energy of the four wheels in revolution, to at least 60,000 kilogrammetres (435,000 foot-pounds), that is to say, the kinetic energy of the carriage falling from a height of 60 metres (196.8 ft.)—the height of the tower of Notre Dame, or half the energy possessed by an entire Metropolitan train running at its highest speed,



SHORE DRIVE AFTER LEAVING PELHAM BAY PARKWAY—LOOKING NORTHWEST.

say 9.5 metres (31.16 ft.) per second, or 34.2 kilometres (21.2 miles) an hour.

It is so formidable a quantity of energy as this, stored up during the period of acceleration of the vehicle, that has to be absorbed during braking, and after the kilometre has been traversed at full speed. Here, again, exact data as to the negative acceleration or *retardation* corresponding to an effective braking are wanting. As regards automobiles, we can furnish very general indications only.

Upon the Metropolitan, the acceleration during braking reaches the value of 1 metre (3.28 ft.) per second, this corresponding to a retarding tractive force of 100 kilogrammes (220 lb.) per ton (2,204.62 lb.) of total weight. Such a figure could scarcely be exceeded in practice upon a railway, since, according to the climatic conditions, the train would be converted into a sleigh through the

AUTOMOBILE TOPICS

blocking of the wheels, starting from a resistant force varying between 120 and 150 kilogrammes (224 and 330 lb.) per ton (2,204.62 lb.).

Can quicker stoppages be obtained with an automobile? That is a question which is answered by some very interesting, but incomplete experiments made at New York in May last under the auspices of the Technical Committee of the Automobile Club of America. These experiments demonstrated that an automobile running at a given speed stopped at a shorter distance and in a much shorter space of time than any other vehicle—such as a two-horse victoria, a four-in-hand and a bicycle ridden by a policeman. Certain automobile vehicles were stopped with a negative acceleration of 3 metres (9.84 feet) a second per second, corresponding to a resistant force of 300 kilogrammes (660 lb.) per ton (2,204.62 lb.), say three times quicker than a Metropolitan train. The mean of the experiments, made with 17 different types of automobiles, led to the following results, which may be considered as acquired: An automobile may be stopped with a negative acceleration equal to 2.5 metres (8.2 ft.) a second per second, corresponding to a resistant force of 250 kilogrammes (550 lb.) per ton. The time, in seconds, of such stoppage, is obtained by dividing its initial speed, expressed in metres per second, by 2.5 metres (8.2 ft.).

The space traversed during such stoppage is equal to half the product obtained by multiplying the speed, expressed in metres per second, by the duration of the stoppage expressed in seconds.

Example.—An automobile running at a speed of 10 metres (32.8 ft.) per second, or 36 kilometres (about 21 miles) an hour, will stop upon a level, in

$$\begin{array}{r} 10 \\ \div 2.5 \\ \hline = 4 \text{ seconds,} \end{array}$$

after making

$$\begin{array}{r} 10 \times 4 \\ \div 2 \\ \hline = 20 \text{ metres (65.6 ft.).} \end{array}$$

At 34 metres (111.5 ft.) per second, the stoppage would require

$$\begin{array}{r} 34 \\ \div 2.5 \\ \hline = 13.6 \text{ seconds,} \end{array}$$

and the run would be

$$\begin{array}{r} 34 \times 13.6 \\ \div 2 \\ \hline = 231 \text{ metres (759.68 ft.)} \end{array}$$

Let us hasten to say that such brakings represent *possibilities*. Recourse may and should be had to them in cases of emergency, but it would not be very advantageous to utilize them systematically in current practice. In fact, if we consider our one-ton automobile, the braking that we have just noted as possible would correspond to a force of 125 kilogrammes (275 lb.) applied to the felly of each of the driving wheels. Until we receive more ample information, we shall consider such force as by far exceeding what is reasonable to require from a pneumatic tire, if we wish to preserve it; but let us say at once that this is mere opinion.

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The General Automobile Association, the existence of which is as yet revealed to us only by its status, its decorated office and its first bulletins, would have a magnificent opportunity to prove its vitality and utility by submitting to study the very interesting and important question of the braking of automobiles, and of the rational limits imposed upon such braking by the preservation of the pneumatic tires, by the non-dislocation of the carriage and by the safety of pedestrians, of which, also, it would be well to think—once in a while.

The application of a brake capable of developing a resistant force of 250 kilogrammes per ton (550 lb. per 2,204.62 lb.) at the felly of the wheels, represents, during the first instants of braking, a retarding power of 250 kilogrammes \times 34



ON SHORE DRIVE NEAR PELHAM (EASTCHESTER) BAY LOOKING EAST.

metres = 8,500 kilogrammetres (61,650 foot-pounds) = 113.3 hp. (111.8 hp., English). The mean power during the period of braking is nearly 60-hp.

These few figures bring into relief the forces, the powers and the energies brought into play during the putting under speed, the normal running and the braking of a one-ton automobile making 122 kilometres (75.6 miles) an hour, or 34 metres (111.5 feet) per second.

Matter has limits of resistance, and especially organic matter, such as that of the pneumatic tire, a frail envelope upon which are exerted the stresses of the formidable machine constituted by a racing carriage. The strain and wear of the tires, an unlucky nail, the obstacles that may unexpectedly spring up upon the road, and the impossibility of stopping or even of slowing up a vehicle running at the rate of 74.5 or even of 62 miles an hour make of an automobile capable of attaining such speeds a genuine public danger. We cannot too vigorously

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protest against the facility accorded to chauffeurs for reaching such insane and dangerous speeds, the only condition to be fulfilled being that of possessing the \$12,000 that these terrible engines cost (we do not say what they are worth).

We therefore earnestly ask (as M. Archdeacon has long been doing) for the creation of an autodrome upon which the *aficionados* may devote themselves to their favorite sport at their own risk and peril and at that of the spectators. And, further, at the risk of making ourselves utterly despised and of raising a general outcry in the automobile world, we ask for the material and absolute interdiction of too high speeds upon roads—an interdiction that will come sooner or later, after a sufficient number of accidents have occurred to compel such a reform.

The big figures affixed to swift carriages merely constitute a bad joke, since the possibility of reading them ceases precisely at the moment at which the speed becomes dangerous.

Certain and efficacious mechanical means of preventing these high speeds will be found whenever it shall be desired. May this threat, suspended over their heads, like a new sword of Damocles, render chauffeurs more cautious, since the danger which they themselves run and cause others to run does not suffice to put a damper upon their celerity.

Will the majority of chauffeurs become so reasonable that it may never be necessary to have recourse to extreme measures? We wish that such may prove to be the case, without our daring to hope so. At any event, there have been plenty of warnings, and if, some day, the tutelary administration takes it into its head to prescribe limiters of speed to automobiles, the heedless, the blockheads and the snobs will have to lay the blame upon themselves. E. HOSPITALIER.

“Two Thousand Miles in an Automobile”

A BOOK which will find a place of honor on the bookshelves of every automobilist is “Two Thousand Miles on an Automobile,” by “Chauffeur.” (J. B. Lippincott Company, Philadelphia). Its author, Mr. A. J. Eddy, of Chicago, is a lawyer by profession, a journalist by instinct and an automobilist by choice. Rambling wheresoever his fancy has led over 1,600 miles of country roads, he has just jotted down his impressions reporter fashion as he went along, analyzing, sifting and tabulating them lawyer-wise with marginal notes and every few pages calling his readers’ attention to something connected with the automobile just as though the reader were seated at his side and innocently asking foolish questions as passengers on front seats are apt to do.

One can almost hear the puzzled passenger’s remark about the difficulty of understanding the details of an automobile, to which Mr. Eddy good-naturedly answers.

“It requires days and weeks to become acquainted with all the peculiarities and weaknesses of an automobile, to know its strong points, and rely upon them, to appreciate its failings and to be tender toward them. After you have become acquainted, do not risk the friendship by letting the capricious thing out of your sight. It is so fickle that it forms wanton attachments for everyone it meets, for urchins, idlers, loafers, mechanics, permits them all sorts of familiarities, so that

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when like a truant it comes wandering back it is no longer the same, but a new creature, which you must learn again to know."

But as if disowning any claims to superiority by reason of his own knowledge of the puzzling thing, the writer puts his friends at ease at once by explaining:

"It is monotonously lonesome running an automobile across country alone; the record-breaker may enjoy it, but the civilized man does not; man is a great gregarious animal, especially in his sports; one must have an audience, if an audience of only one."



Mr. A. J. EDDY.

After that of course the reader feels perfectly at his ease despite his ignorance and will lend a hand if necessary whenever he can. By and by he begins to find out things for himself and can tell the difference between the gearing and the tonneau. So the genial chauffeur proceeds to go a little deeper into technicalities in this fashion:

"On hard roads in a level country high gearing is all well enough, and a high average speed can be maintained, but where the roads are soft or the country rolling, a high gear may mean a very material disadvantage in the long run.

"It is of little use to be able to run thirty or forty miles on the level if at every grade or soft spot it is necessary to throw in the hill-climbing gear, thereby

reducing the speed to from four to six miles per hour; the resulting average is low. A carriage that will take the hills and levels in New York at the uniform speed of fifteen miles an hour will finish far ahead of one that is compelled to use low gears at every grade, even though the latter easily makes thirty or forty miles on the level.

"The machine we were using had but two sets of gears, a slow and a fast. All intermediate speeds were obtained by throttling the engine. The engine was easily governed, and on the level any speed from the lowest to the maximum could be obtained without juggling with the clutches; but on bad roads, and in hilly localities intermediate gears are required if one is to get the best results out of a motor. As the gasoline motor develops its highest efficiency when it is running at full speed, there should be enough intermediate gears so the maximum speed may be maintained under varying conditions. As the road gets heavy or the grades steep, the drop is made from one gear down to another; but at all times and under all conditions—if there are enough intermediate gears—the machine is being driven with the motor running fast.

"With only two gears where the roads or grades are such that the high gear

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cannot be used, there is nothing to do but drop to the low, from thirty miles an hour to five or six, and the engine runs as if it had no load at all. American roads especially demand intermediate gears if best results are to be attained, the conditions change so from mile to mile.

"Foreign machines are equipped with from three to five speed-changing gears in addition to the spark control, and many also have throttles for governing the speed of the engine."

But it must not be supposed that the 300-odd pages of this book are devoted to a long lecture on automobiles, however interestingly worded. Nothing of the kind. Varied as the scenery on the road are the subjects touched upon as the genial writer and his smooth machine travel along. From the immortality of the soul to feeding whiskey to turkeys, from Shakerism to coal strikes, from Greek civilization to jumping spark plugs, the book wanders delightfully, never prosy, never tedious. As a clever bit of character sketching this story of his encounter with an old negro servant at a hotel in Western New York is surely delicious:

"As the machine had been there before, we were greeted as friends. The old negro porter is a character—quite the irresponsible head of the entire establishment.

"'Law's sakes, you heah agen? Glad to see you; whar you come from dis time? Rochester? No, for sure? Dis morning?—you doan say so; that jes' beats me; to think I live to see a thing like that; it's a reg'lar steam-engine, aint it?'"

"'Sambo,' called out a bystander, making fun of the old darkey, 'do you know what you are looking at?'"

"'Well, if I doan, den I can't find out frum dis yere crowd.'

"'What do they call it, Sambo?' some one else asked.

"'Sh-sh'h—that's a secret; an' if I shud tell you, you cudn't keep it.'

"'Is it yours?'"

"'I dun sole mine to Mistah Vand'bilt las' week; he name it de White Ghos'—after me.'

"'You mean the Black Devil.'

"'No I doan; he didn't want to hu't youah feeling; Mistah Vand'bilt a very consid'rate man.'

"'Sambo carried our things in, talking all the time.

"'Now you jes' go right into dinnah; I'll take keer of the auto'bile; I'll see that nun of those ign'rant folk stannin' roun' lay their han's on it; they think Sambo doan know an auto'bile; didn't I see you heah befoh? an' didn't I hole de hose when you put de watah in? Me an' you are de only two pussons in dis whole town who knows about de auto'bile—jes' me an' you.'"

Of the author's keen perception as an observer a paragraph on "Hoodlums" will be easily recognized by every automobilist. Explaining why women and children are not so easily scared as men on their first trip, he says:

"As a rule women and children are more fearless than men in an automobile; this is not because they have more courage, but men realize more vividly the things that might happen, whereas women and children simply feel the exhilaration of the speed without thinking of possible disasters."

To begin to give extracts which would allow even a peep into this charming work would fill an entire number of *Automobile Topics*. The book is one for the

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automobilist or even the ordinary citizen who may be antagonistic to the automobile, to keep within easy reach especially during the coming long winter evenings. Comfortably ensconced in an easy chair over a friendly pipe and cosy slippers one may travel all over the country with Mr. Eddy, beginning where you please and calling a halt wherever you like, never tiring yourself nor offending him by interrupting him. You may open the book at any page with the certainty of a friendly greeting and an interesting chat before you have read to the bottom and withal conscious of only one point of difference between yourself and the author, namely, in his description of his work as garrulous and incoherent. You think differently, but are too polite to say so for fear of offending him by flattery.

The Automobile in Society

NO fair weather friend is the woman automobilist, and just now the enthusiastic chauffeuse is busy laying in a stock of furs for cold weather. One of the handsomest coats seen is of gray squirrel, ornamented with big



WINTER'S TERRORS NOT FOR HER.

bushy tails. The sleeves are bell-shaped, and the entire garment is distinctly smart in appearance. With this coat is worn a toque made of strips of poppy velvet stitched on a white felt foundation. Poppy color is running automobile red a hard race for popularity as a color for automobile garb. Pastel blue is another popular color for automobile hats, the brims being deeply bound with tan or biscuit colored suede. A simple draping of the suede around the crown with rosettes of the same becoming and durable material, with one or two quills of contrasting colors, made the fair automobilists' hat a thing of beauty.

The following cablegram was received from the Locomobile Company of America: "London, October 6, 1902. Prince Henry of Russia has purchased a

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Locomobile, and we received the following telegram from our Hamburg agents: 'Prince Henry left Hamburg yesterday morning with his new Locomobile, and reached safely his Castle Hemmelmark the same afternoon. His Royal Highness telegraphed us that he is delighted with the car.'

The American generals now visiting in England have been twice stopped by the police while riding in an automobile, and charged with exceeding the speed limit.

Mrs. Harry Fisher, of Pittsburg, is one of the fastest women drivers in that city, and has never had an accident with her machine.

Mr. James Gordon Bennett is reported to have placed a contract for a 60-hp. 1903 model Mercedes.

Mr. Elmer Hough, of Pittsburg, has returned from a 700-mile trip through Indiana in his Locomobile. The carriage is an ordinary stanhope, fitted with a detachable rear seat. Mr. Hough was accompanied by his wife and three children.



AUTOMOBILING TAM O'SHANTER.

Mr. Charles T. Barney, of New York, left the Elysée Palace Hotel, Paris, last week, with part of his family, for an extensive automobile tour in Touraine.

Mr. and Mrs. Clarence A. Postley, of 817 Fifth avenue, New York, recently left Paris for England, taking with them a brand new 16-hp. Panhard-Levassor. Having exhausted the automobile resources of the environments of Paris they will try the suburbs and London.

Mr. John W. Gates while abroad last month did considerable automobiling in and about Paris. Upon most of his trips he was accompanied by Mr. Ward, brother-in-law of Mr. Charles M. Schwab.

Sir Thomas Lipton is taking a great interest in automobiles and goes about London a great deal in an automobile. He pays his compliments to the American manufacturers in the following way: "Do you know I think the Americans are getting ahead of the French and English in automobiles? I predict that in two

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years they will control the automobile interest. Those light running machines are far more handy than the heavy ones made over here."

Some very handsomely decorated automobiles were seen at the recent carnival in Minneapolis, one of the most noteworthy being that of Mrs. A. C. Jameson. The automobile was made up to represent a flower chariot drawn by a dove, and about 8,000 pink roses were used to decorate the body of the vehicle.

Mr. Honore Palmer, of Chicago, who has just returned from Europe, did a great deal of automobiling abroad, especially in France and Germany. His experience leads him to believe that if the automobile is ever to come into general use in this country, the roads must be improved so that they are equal to those of Europe.

Take a Magistrate Along

THE homeopathic remedy of killing a few railroad directors as a sure cure for railroad accidents would seem to be equally applicable to magistrates and the anti-automobile speed laws. The arrest of a few magistrates would do wonders to check the official speed of automobiles, as registered by the stop-watches of lynx-eyed guardians of the peace. An instance in point was related in the New York Sun, as follows:

Magistrate Brann is fond of riding in an automobile, although he doesn't own one. He was out riding a few days ago with two friends in the Bronx. They were coming down Jerome avenue at a moderate speed, and much within the rate allowed by law.

One of the magistrate's friends looked around, and saw they were being chased by a mounted policeman. When the automobile arrived at the Manhattan side of the bridge the cop came galloping up alongside the auto, and said:

"You are under arrest."

"What for?" asked one of the magistrate's friends.

"Why, for exceeding the legal rate of speed," said the cop.

"This is an outrage," said Magistrate Brann. "We have not exceeded the rate of speed."

"Well, you're all under arrest, and must come to the station," said the mounted man.

"We won't go to the police station. I am Magistrate Brann, and if you insist upon arresting these men I'll hold court here in this automobile and discharge the prisoners, because I am satisfied that they have not broken the law."

"You Magistrate Brann!" gasped the cop, in amazement. "Oh, well, if you're Magistrate Brann, you can do that; but if you didn't know these men, and I brought them before you, they would be fined \$5 or \$10 each," said the cop.

"I wouldn't do anything of the kind," said the magistrate. "I would look into the case, and if I found the facts warranted, I would hold them."

At this point the roundsman came up, and when he heard the story he told the cop to go on post.

Clubs and Associations

REPRESENTATIVES of the Automobile Club of America and the National Association of Automobile Manufacturers met last Monday in the club rooms of the former to consider the question of licensing automobilists.

Mr. A. R. Shattuck and Mr. W. W. Niles represented the club, and Messrs. S. T. Davis, Jr., L. M. Lande and H. Ward Leonard the manufacturers. Mr. Shattuck was chosen chairman of the committee, and will call another meeting of the joint committee two weeks hence.

The discussion was preliminary and informal, and no precise form of legislation was decided upon for advocacy. It was agreed that license would be a safeguard against accident, and result finally in securing more reasonable speed limits. Supervision of construction, in the way of compelling sufficient brakes and improved safety appliances were also advocated.

A State commission, to be appointed by the governor, which should name and control examiners in various counties, was suggested. The question of the revocation of licenses for violation of highway laws was a detail not touched upon.

Reciprocity among the States could be obtained, it was argued, by legislative acts recognizing licenses issued by other States, under proper restrictions.

Important changes were made in the list of officers of the National Association of Automobile Manufacturers at a meeting held last week. The resignations of First Vice-President A. L. Riker and of Second Vice-President D. E. Rianhard were accepted. In filling the vacancies there were promotions. Mr. H. Ward Leonard, the third vice-president, was elected as first; Mr. F. M. Lande, who was the secretary, was moved up to second vice-president, and Mr. Charles Clinton was chosen as third vice-president. Assistant Secretary Harry Unwin was made secretary, and the office of assistant secretary was abolished. Mr. Windsor T. White was elected to a place on the executive committee. The only office unchanged was that of the president, which is still filled by Mr. S. T. Davis, Jr.

An automobile club has been organized in Toledo, Ohio, with the following officers: President, Dr. Louis A. Liffing; vice-president, Dr. Charles P. Wagar; secretary and treasurer, Mr. George E. Palmer, Jr. The following committees were also appointed: Membership, C. M. Hall, chairman; V. L. Falardeau, George Troutt, J. N. Bick and J. M. Foutz. Auditing, Grant Williams, F. J. Landgraf, Jr., and Frank Hake. Exhibitions, runs and contests, Guy R. Ford, chairman; George Troutt and George R. Ford. There was some talk of holding a race meet at the fair grounds in the near future, but it was held over to await the report of the committee on races.

The Chicago Automobile Club has lost no time in giving the Good Roads movement the benefit of its official endorsement. The following resolution, which was adopted at a special meeting last week, expresses the club's sentiments on this question: Resolved, that the Chicago Automobile Club, appreciating the importance not only to automobilists, but to the entire community, of the pro-

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posed road from New York to Chicago, and the heroic efforts of the officers of the New York and Chicago Road Association to interest the people in the enterprise, pledges its efforts toward a large increase of the membership, and toward prosecuting such work as may be necessary to the accomplishment of the association's object between Toledo and Chicago.

An automobile club has been organized at Yale College, with Mr. J. H. Wickware, Jr., of Cortland, N. Y., as the president. There are about 20 automobiles in constant use among the students.

The semi-annual dinner of the Long Island Automobile Club will be held on October 15, at the Lincoln Club rooms in Brooklyn.

The Springfield Automobile Club had arranged for a theater party to participants and officials of the Boston reliability run, upon reaching Springfield Friday. The Knox Automobile Company, which has three machines entered in the contest, will, however, go further, and entertain the entire party with a banquet in Cooley's Hotel at seven o'clock. As members of the Springfield Automobile Club and the Pittsfield and Providence (R. I.) clubs were to be present, covers for 200 would be laid. The Philharmonic Orchestra furnish the music, and Mayor Ralph W. Ellis was expected to be present.

The steep and winding Sport Hill, between Plattsville and Easton, was traversed recently by several automobiles in the effort to establish a record for the hill. The event was held by the Automobile Club of Bridgeport, and was purely a club affair, managed by the runs and tours committee.

Prizes were offered by Vice-President A. K. L. Watson of the club to winners in the heavy gasoline, light gasoline and steam class. The winners in these three classes were Lewis B. Curtis (Winton), heavy gasoline; J. B. Cornwall (De Dion-Bouton), light gasoline, and E. V. Sloan (Locomobile), steam. Mr. Sloan made the fastest time of all, reaching the top of the hill in two minutes and 45 seconds. Mr. Sloan had made apologies for his machine when he entered, as he feared it was not in condition.

Many members of the club went out in their cars to view the test. The unofficial time is given herewith:

Heavy Gasoline Cars.—Car No. 1, entered by DeVer H. Warner (Winton), start 10.34.02, finish 10.39.40, time 5.38. Car No. 2, entered by Lewis B. Curtis (Winton), start 10.36.19, finish 10.41.16, time 2.45. Car No. 6, entered by H. A. Budlong (Columbia), start 10.41.06, finish 10.47.51, time 6.45. Car No. 7, entered by Jonathan Godfrey (Peerless), start 10.43.27, finish 10.49.56, time 6.29.

Light Gasoline Class.—Car No. 5, entered by Jesse B. Cornwall (De Dion-Bouton), start 10.46.51, finish 10.56, time 9.09.

Steam Class.—Car No. 3, entered by E. V. Sloan (Locomobile), start 10.38.35, finish 10.41.35, time 2.45. Car No. 4, entered by M. V. Doud (Locomobile), start 10.39.30, finish 10.43.49, time 4.39. Car No. 8, entered by M. V. Doud (Locomobile), start 10.45.28, finish 10.48.58, time 3.30.

Timely Advice to an Amateur Chauffeur

A PROMINENT Washington physician furnished considerable amusement to pedestrians on Pennsylvania avenue one afternoon last week. The eminent, but, upon this occasion, absent-minded physician, endeavored to leave the Raleigh Hotel in his automobile. He had ridden from some distance with a party of friends, whom he entertained at luncheon at the hotel. When the party was ready to resume the trip, the machine refused to go, and the physician labored for a long time in the fruitless effort to induce it to move.

By this time a large crowd had collected, and the party seemed to wonder how it was possible for such a mob to form in such a little while.

Then some rude man in that collection called out at the top of his voice: "Why don't you turn on the gasolene?"

The doctor's facial expression might have meant anything, although he said not a word. But he quietly laid down his tools, his quick eye sought out the man who had made the suggestion, and in a manner that was Chesterfieldian to the limit, he said, "I thank you."

Then he turned on the power, and the machine went sailing off as smoothly as a cup defender.—*Washington Post*.



[EXTREMES OF CIVILIZATION LINKED BY LOCOMOBILES.]

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

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VOL. IV. No. 26

NEW YORK, OCTOBER 11, 1902

PRICE TEN CENTS

AUTOMOBILE TOPICS is published weekly, by Automobile Topics, No. 29 West 42d Street, New York. Subscription price, \$4.00 a year in the United States and Canada, or in foreign countries within the Postal Union, \$6.00 (gold) in advance. Advertising rates may be had on application. Copyrighted, 1902.

Cable address—AUTOTOPICS, NEW YORK.

Telephone—4715-38th Street

By long odds the most interesting of the automobile trade papers is Automobile Topics.—THE NEW YORK AMERICAN AND JOURNAL, JUNE 23, 1902.

Automobile Topics, the leading motor vehicle journal of the country.—NEW YORK COMMERCIAL ADVERTISER, SEPT. 20, 1902.

Automobile Topics is by far the most interesting and the best edited.—EXTRACT FROM CIRCULAR OF THE NATIONAL ASSOCIATION OF AUTOMOBILE MANUFACTURERS, SEPT. 1, 1902.

Automobile Topics, the foremost automobile publication in this country.—LENOX LIEE, AUG. 2, 1902.

Automobile Topics, a bright and breezy publication, that caters to the individual motorist, but which, from time to time, prints excellent articles on trade matters.—NEW YORK MAIL AND EXPRESS, SEPT. 6, 1902.

Dropped the Hour—took up the Mile

IT is pleasant to record the fact that the rule so plainly dictated by common sense, and persistently advocated by *Automobile Topics*, namely, to "Drop the Hour and Take up the Mile," has at length been recognized by official endorsement. The Automobile Club of America is to be congratulated upon the adoption of this principle in the regulations governing the New York-Boston reliability run in process of being contested. Before the last car in that race

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shall have reached home on Wednesday night, it may be taken for granted that every operator of a vehicle will have become an ardent advocate of this principle. A mark a minute is easily counted, and involves no complex calculation either by observer or operator. Similarly, at the end of every mile safely passed, the addition of another 4.285 marks to the score requires no mental gymnastics.

But more important than the facility of reckoning reliability marks, the system will be found of inestimable benefit to operators of vehicles in this contest. *It will be a practical lesson to every driver how to estimate the speed at which he is traveling.* To this extent its usefulness will be simply incalculable. Every operator taking part in this contest will be able henceforth to defy the stop-watch fiend, his own experience being more valuable evidence of actual speed than any hocus-pocus device adopted by anti-automobilist hedgerow detectives.

This is a good beginning. The moral of the lesson, however, will not be appreciated until the Automobile Club of America follows up this good work by a crusade which shall stir up every automobile club in the country to action. The campaign is to be fought in the various State legislatures, where anti-automobile laws and amendments are likely to be plentiful. Let the antis frame these measures as they may, the sting will be extracted from every hostile measure if local automobilists will but see to it that the official standard of measurement Drops the Hour and Takes up the Mile.

The Problem of Classification

EVERY day makes it clearer that the race track is the only practical solution of the racing question, so far at least as American automobilism is concerned. Road racing is fraught with as many obstacles as an amendment to the Constitution of the United States, and straightaway speeding is impossible owing to the non-existence of speedways. This leaves the track as Hobson's choice; it is either that or nothing.

The greatest drawback to track racing, as sport pure and simple, is the difficulty of arranging a fair handicap. Suggestions innumerable have been put forward from time to time with a view to establishing a standard of measurement which should serve as a formula of an equation applicable to all racing machines. But in every instance these have proved unreliable for this reason: A factor in such equation has always been the horse power of the vehicle, and this, as everybody recognizes, is only to be assumed from the statement of the manufacturer. In other words, it leaves the contestant to make his own handicap. Even where the horse power is assumed to be correct, and an equation is made upon the basis of weight and horse power, the result has been equally unsatisfactory.

Experience having proved the impossibility of fair handicapping by any process which takes the horse power of a machine as a basis of calculation, it will be necessary, therefore, to drop this factor altogether. Let us begin then with the cars themselves. These may be divided, for purposes of classification, into regulation stock cars and racing machines.

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As the purpose of entering stock cars in a competitive test is to demonstrate their advantages to possible purchasers, the simplest way of striking an equation is by handicapping them as they are handicapped in the market, namely, according to price. Let the possible customer among the spectators know just what such and such a car is going to cost, and he will then be able to form his own judgment as to its respective merits as he sees it racing. Beginning with the lowest-priced vehicles, say \$600, grade them according to price, thus: (a) \$600 to \$800, (b) \$800 to \$1,000, (c) \$1,000 to \$1,200, (d) \$1,200 to \$1,500, (e) \$1,500 to \$2,000, and so on by \$500's up to \$5,000. At the entered price it should be the privilege of anyone to claim the car, exactly as a horse entered in a selling plate race may be claimed. In the event of more than one applicant for a car, it should be put up at auction, and whatever surplus it may bring over and above the selling price should go to the funds of the promoting club. By this means it will be possible to prevent a recurrence of such a dispute as was witnessed recently where it was claimed that a car entered as a regulation stock car was in reality a racing machine specially built for that race. Moreover, it should be forbidden for any car entered in this class to be stripped, or to participate in a contest in any but the actual shape in which it is offered for sale.

A further advantage which this system of selling races will insure is in the matter of educating manufacturers. If one's competitor can make a car to sell for \$1,000 better than one's own, it is surely worth while to purchase such a car, if only to find out how it is done. On the other hand, where a manufacturer desires to withhold the secrets of his mechanism from rival makers, a simple plan to do so is to enter his car in the second class, namely, racing cars.

To handicap racing cars it will be equally feasible to ignore the question of horse power, and classify them by weight only. The experience of the Paris-Vienna race demonstrated clearly that unless manufacturers adhere fairly closely to a reasonable proportion between weight and horse power, the machine itself will betray the mistake. Every French writer on automobilism, commenting upon the disastrous showing made by high-powered but inadequately weighted machines in that contest, draw the same moral, namely, that except on perfect French roads, the experiment of decreased weight with increased power was a fundamental error. While this, it is true, referred solely to the rough roads outside France, it is no less applicable to the race track, where every curve involves a strain on the mechanism of a car no less severe. Indeed it is more than probable that the continuous and uneven wrenching upon the inner wheels and gear involved by making the turns of a race track may not in the long run prove more trying than the accidental and irregular jolts encountered on a rough road. Hence the builder of a racing car will, perforce, be obliged to cut according to his cloth. If he seeks to achieve fame by building a mile-a-minute racing freak, it will be open to him to do so. But in any event he will enter into competition on even terms with machines of similar weight, which is, after all, the only factor which the handicapper can take into consideration with any assurance of correctness. To grade such machines it will be sufficient to make a distinction for every 500 pounds of weight, thus having classes 1,000 to 1,500 pounds, 1,500 to 2,000, 2,000 to 2,500 and upward.

Sport and Utility

MR. THOMAS R. HARTLEY, of Pittsburg, sends a few snap-shots taken on a recent trip he made on a White Steam Car. Four of these are reproduced herewith. The brief notes which Mr. Hartley wrote on the back of the pictures are too eloquent to be curtailed into mere captions. "There are times when a nervous horse blocks the way," he writes, but later in a more philosophical spirit he views the patient country team blocking the road ahead in this wise: "Or a patient country team, nervous at first, but if given half a chance will cause but little trouble. Nine times out of ten the driver will treat you as you treat him. Give him half, yes, two-thirds of the road if he seems to need it and he will seldom drive on without thanking you in a manner that will fully pay you for the little trouble the care has caused you." Of the delights of a good road he remarks epigrammatically: "The good road, so fine to ride upon,



WHEN NERVOUS HORSES BLOCK THE WAY.

so hard to find and so short when found." Finally he has a good word to say for the White Steam Car on which he made the trip, thus: "For a country run over all roads, the machine is hard to equal and I believe impossible to beat."

Banker Bros. have moved into their new salesrooms, No. 141-143 West Thirty-eighth street, where they occupy the whole building, about 12,000 square feet. Besides the well-known Peerless, which they represent, they have just received the agency of the International Motor Car Company for their Waverley Electrics, Toledo Steam and Toledo Gasolene Carriages. The old place of Banker Bros., in New York, No. 50 West Forty-third street, will be used by them as a storage and repair ship.

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The International Motor Car Company has given the New York, Philadelphia and Pittsburg agency to Banker Bros.; Chicago agency to Ralph Temple, and the Detroit agency to Metzger.

The Fournier-Searchmont Company, of Philadelphia, have just issued a neat little pamphlet descriptive of the Searchmont cars, and including illustrations of the recently acquired factory of the company at Trainer, Pa.

Studebaker automobiles are described in a neat booklet prepared by the Frank Presbrey Company, New York. The cover is a novelty.

Owing to changes in course of being made at the factory of the Peerless Manufacturing Company, at Cleveland, a report was started that the company



GIVE THE PATIENT COUNTRY TEAM ALL THE ROAD IT WANTS.

intended removing from Cleveland. This is incorrect. They are merely extending their facilities to keep pace with new orders.

Ireland is now the only civilized country in the world where there is no legal speed limit for automobiles. This is an important argument in favor of holding the Gordon Bennett Cup race of 1903 in the Emerald Isle. The roads are fairly good, but with some ugly spots, which would prove the severest kind of a test to the machines in the race. So far the Automobile Club of Great Britain has not reached any decision on the subject, though in letters in its possession, written by gentlemen holding important official positions, it is stated that special

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efforts will be made in certain districts to improve the road surfaces should the committee in charge of the race arrangements decide to contest for the cup in Ireland.

Mr. S. F. Edge, winner of the Gordon Bennett Cup, writes us: "The news you give me about the American manufacturers working for the Gordon Bennett race interests me muchly. It will do a great deal of good to the standing of this race to have strong American competition, and will be good, I am quite sure, in every way, for the progress of the automobile."

Automobilists will be glad to learn that the plucky French sportsman, M. Henry Deutsch de la Meurthe, is nearly recovered from the serious accident he met with while crossing, on his Renault car, a bridge with a very sharp and



THE GOOD ROAD, SO HARD TO FIND, SO FINE TO TRAVEL, SO SHORT WHEN FOUND.

dangerous turning, on one of the country roads near Paris. After a rest of some days at Deauville, whither he went on a modest 8-hp. car, M. Deutsch has returned to the chateau of Romainville.

The St. Petersburg correspondent of the London Times writes that the automobilists Lehwess and Cudell, who have undertaken to go around the world, have arrived at the Russian capital. From Warsaw they had a most adventurous run, having taken a wrong turning, and spent two days toiling over plowed fields. The motor car had often to be pulled out of the mud by villagers with teams of

AUTOMOBILE TOPICS

horses. From Russia, Lehweß and Cudell will go by way of Siberia and Japan to the United States. Since leaving London they have traveled 2,715 miles.

The "Cercle de l'Herault a l'Alcool" will be held on October 12. It is to be a reliability trial, with the object of popularizing the employment of alcohol for propelling motor cars, and is, in addition, to be a test of consumption of fuel, of the general efficiency of the machines, of their hill-climbing and brake powers, and, lastly, of their speed over a measured kilometer. The judging is to be done in an ingenious manner. The car which is classed first in one particular virtue will have given to it as many marks as there are cars in the category to which it belongs; the car next best will receive one mark less, and so on. The same is to be done for every particular point, and then the marks are to be multiplied by the following coefficients: Consumption of fuel, coefficient, 10; regu-



A WHITE CONDENSER AT ECONOMY, PA.

larity of running coefficient, 8; hill-climbing capabilities coefficient, 5; comfort and elegance coefficient, 5; speed over the kilometer, coefficient, 2.

Arrangements have been made to hold the annual show at Chicago under the joint auspices of the Chicago Automobile Club and the National Association of Automobile Manufacturers, from February 14 to 21, inclusive, 1903. The show will, of course, be held at the Coliseum. It will be managed, as heretofore, by Samuel A. Miles, 324 Dearborn street. Application blanks and diagrams have been mailed to the trade, and the first allotment of space will be made on October 15. Over a dozen makers made application for space before the diagrams had been mailed.

Horse Accidents

MAJ.-GEN. CHARLES F. ROE, commanding the New York State National Guard, was the victim of a riding accident this week at Highland Falls, N. Y. He was out for a horseback ride near Cragston, the summer home of Mr. J. P. Morgan, when his horse shied, and threw him violently to the ground. General Roe was stunned by the fall, and was badly cut about the head.

An express wagon ran into the private carriage of Mr. B. Altman on Madison avenue, one day this week, and one of the horses attached to the wagon was badly injured.

A bad runaway accident in the park this week resulted in injuries to two well-known horsemen, Alfred Fisher and Gustave Von Glahn. Mr. Fisher was out with a runabout, to which was attached a pair of spirited horses, which became unmanageable and dashed up the east drive. The runaways crashed into a runabout driven by Mr. Von Glahn, throwing him out. He had his head badly cut. Mr. Fisher clung desperately to the reins until 106th street was reached, when the horses swerved, and the vehicle struck a tree, throwing the driver violently to the ground. Mr. Fisher was thrown out and his head was badly gashed, and he sustained other injuries.

A little four-year-old girl named Malloy, while crossing Fulton street, Astoria, this week, was knocked down and badly hurt by a runaway horse.

A pair of horses belonging to A. A. Allen, of Fall River, Mass., recently ran away and one fell, breaking his neck. The same day a horse attached to a light runabout belonging to John White, took fright at an electric car, and ran away, throwing and severely injuring the driver.

Two women named Harkins were knocked down and severely hurt this week at Wilmington, Del., by a runaway horse.

A hansom turned turtle one day this week on West 46th street, and its occupant, Mr. L. J. Lehman, received several contusions and had his hands cut by flying glass. The driver escaped uninjured.

Mrs. Timothy L. Woodruff, wife of the lieutenant-governor, while driving in her coupé one day this week had a narrow escape from serious injury. The carriage was going down the Bowery, on its way from the Grand Central Station to Mrs. Woodruff's home in Brooklyn, when a trolley car struck it and overturned it. The horses kicked and plunged, and but for the quick action of the bystanders a serious accident would have resulted. As it was, Mrs. Woodruff

AUTOMOBILE TOPICS

suffered a fright, and was slightly bruised. Another carriage was secured to take her home.

Mr. Richard Wolberg, an oil merchant, was thrown from his carriage one day this week at the corner of the Boston post road and Tremont avenue, and received a concussion of the brain, from which he afterward died.

A cart loaded with scrap iron, and a trolley car, came into collision on Monday at Central Park West and 78th street, one horse being killed and another injured.

Albert Warren, of North Bloomfield, N. Y., had his arm broken, his hip hurt, and suffered internal injuries, in a runaway accident this week.

Automobile Topics, in its current issue, calls attention to a list of ten "horse accidents" which have happened during the past week. The stories, as told, make very interesting reading, and their perusal is recommended to those who say that the horse is much less liable to cause trouble than the motor car. The list of injuries to persons comprises deaths, fractured skulls, broken legs and arms, and numerous other smaller damages. The very important point made by the publication of these incidents is in the fact that the large majority of persons hurt were not the drivers of the horses, but pedestrians or passengers in vehicles other than the runaways.—*N. Y. Commercial Advertiser*.

Educating Horses out West

The Kansas City automobile school for horses was inaugurated last week on Gladstone boulevard and Walrond avenue, and brought out 25 horses in harness and under the saddle. Some of them were very fractious, but after an hour's training they were nearly all entirely cured of their dislike for the machines. Three automobiles, in charge of expert operators, did the instructing.

Later, when several very unruly horses appeared, they were taken to Walrond avenue for special instruction. Here the operators handled their machines so as to make them as noisy as possible. The gasoline vehicles puffed as loudly as they could be made to, while the steam machines threw out great clouds of vapor. Bells were rung, and the automobiles were run ahead at speed, stopped, and reversed. The operators approached a horse from behind, ran alongside, sounded their gongs, and turned around almost directly in front of the animal. Every contingency which might arrive in ordinary traffic was illustrated in a practical way, and the horses were taught how to act under all circumstances.

That the animals did not take to this treatment kindly at first was only natural. Two of the most spirited ones reared, and pawed the air with their fore feet. They turned quickly around, and jumped to get out of the way. Both were hitched to carts in charge of expert drivers. With half an hour's instruction these same horses stood perfectly still while an automobile with gong ringing, and a long trail of steam behind it, puffing as much as the mechanism permitted,

AUTOMOBILE TOPICS

rushed straight at them, or passed across the road not four feet away. They even came up to the puffing machines and put their noses almost on the engines. An operator could catch a horse by the bridle, cut off the noise of his machine, and then suddenly start the engine to puffing without annoying the animal. A big team of blacks, which had run away twice within the last ten days, were thoroughly broken. Three machines approached them at one time from different directions, but they stood their ground.

After the training on Walrond avenue had been completed, horses and autos formed a procession and drove from the Concourse down Gladstone to Independence boulevard. The horses which had been most fractious were placed directly behind the autos. The parade traveled over the four blocks in perfect order.

One of the drivers on the boulevard was H. L. Deardorff. He had a magnificent chestnut gelding just two months from the country. His was one of the hardest horses to break, and one of the most docile afterward. Mr. Deardorff was much pleased with his hour's work. "I have frequently gone out looking for automobiles," he said, "but I have never been able to find any. This morning is the first time I have had a chance to accustom my horse to them. With one more lesson he could be taught to act perfectly with the noisiest automobile. I hope some plan may be devised by which this school can be conducted on one morning of every week. The horse owners, I am sure, would favor it, and the automobilists are more than courteous in giving us all the assistance they could."

The autos which took part in the training school were run by Harry Loose, W. C. Albertson and E. P. Moriarty. Two of them were gasoline, and one steam. On the former the "mufflers" were put out of service on Walrond avenue, so that the sound resembled pistol shots. This made them noisier than any machine which runs through the city streets. The mufflers, which decrease the detonations, were used on the boulevards.

Encouraged by their success, the automobilists may determine to make the school for horses a regular thing. Some quiet and unfrequented street will probably be selected for the purpose. The boulevard was occupied only to prove the rights of the autos, so as not to establish a bad precedent.

The Limit of Absurdity

FOR an absurdity in the way of anti-automobile ordinance, the idiotic production of the Waukegan (Ills.) town council is about the limit. It provides, among other things, that all operators of automobiles in Waukegan must have a license by Waukegan or some other municipality.

The clerk is authorized to issue licenses to all persons who apply, upon the payment of \$2 for each license.

Persons shall be furnished with badges bearing numbers corresponding to that license; the license must always be in full view.

The speed limit shall be six miles within this district: Bounded on the north by Grand avenue, on the east by Sheridan road, on the south by Water street, on the west by the Waukegan river; in any other part of the city the speed shall not be over 10 miles an hour.

AUTOMOBILE TOPICS

Upon meeting horses, drivers of automobiles must slacken speed to four miles an hour.

All autos must have gongs or bells not less than four inches in diameter, to be sounded at every street corner.

No part of the machinery of the autos shall be left running while standing on the street without an attendant.

Penalties for violation of the ordinance shall be not less than \$5 for the first offense, nor less than \$25, nor more than \$100 for each subsequent offense.

Repeat This Quickly Three Times

MR. GARDINER, of the White Sewing Machine Company, is not generally known among his friends as a rhymester, but the fact is nevertheless that Mr. G. has perpetrated some clever couplets. Below is given one of his inspirations; see if you can follow his Pegasus on the auto question:

"Once a conscientious person thought he ought to own an auto,
Sought an auto, bought an auto, just because he thought he ought to.
Then the auto, sought to auto, as an auto ought to auto,
But he found that naught the auto ought to do was what it sought to.
Then a crafty agent fooled him on another make of auto,
Newer model, later pattern, one just out for 19—02,
Thought he'd bought a 0—2 auto which would run as autos ought to.
But he found a little later that the bought new 0—2 auto
Wouldn't auto aught's he thought a 0—2 auto ought to auto.

Then he bought a 0—2 White
And his troubles all took flight,
For it worked exactly right—
The Auto King, the 0—2 White.

Now he autos just the auto which a wise man ought to auto
And the auto always autos as an auto always ought to.
Never will this auto fail him, never will he say his auto
Wouldn't auto aught's he thought a 0—2 auto ought to auto;
For he has a 0—2 auto which to auto is delight—
The Autocratic, Automatic, Auto King, a 0—2 White."

—*San Francisco Newsletter.*

Owing to rumors resulting from the recent receivership of the bicycle trust, and the similarity in names of the subsidiary concerns involved, the National Vehicle Company asks the publication of the statement that there is no connection whatever between the National Vehicle Company and the bicycle trust in any of its various branches. The National Vehicle Company is an independent concern, and is in no way affected by the trust's financial complications.

AUTOMOBILE TOPICS

Would it not be a good plan for the makers of electric vehicles to compile a guide book showing all the stations in the country where these machines could be charged? We believe such a guide would show possibilities of travel far greater than are generally assumed, and would be a convincing reply to criticism in this respect. With this objection disposed of, the battle is more than half won. It has been said that the demand for automobile batteries is so small that the accumulator manufacturers are making no efforts to build it up. This is not the proper spirit, however, as the same criticism could be made of any new industry. We have no doubt of the final triumph of the electric automobile, and believe that with proper attention the business could be made a very profitable one.—*Motor Car Journal*.

Trade Notes

AN AUTOMOBILE BARGAIN.—My new \$2,000 Winton Touring Car purchased new last June, and very little used, is for sale to a cash buyer, f. o. b. Dayton, Ohio, at \$1,700. Guaranteed to be in perfect condition. Address I. G. Kennedy, 20 Hodges Bldg., Detroit.

FOR SALE—One No. 2 Locomobile, \$850 model, this year's make; never been run over 50 miles; for sale at \$450. Address G. J. B., care Automobile Topics.

FOR SALE—Winton 1900 model, new spark control, two new tires, one extra; extra new inlet valve, new batteries, rewired, leather top; all in first-class shape; price \$500. Address G. F. Bailey, 25 City Hall Place, New York.

WANTED—Live business man with \$5,000 to invest in established automobile business in the middle west; management of business to go with investment to the right party. Address D., care Automobile Topics.

WE MAKE a specialty of buying and selling second-hand automobiles, and have on hand at all times a supply of reliable carriages; correspondence solicited. Westchester Automobile Co., salesrooms, No. 523 Fifth Avenue; telephone, 6029—38.

CLEARANCE SALE.—New Locomobiles at less than factory prices, f. o. b. St. Louis and Kansas City, consisting of following models: 2 "Model A" touring cars, red and green; 1 "Dos-a-Dos," red; 1 6003 black and green top carriage; 1 05 black and green surrey; 1 03 black and green top carriage; 1 02 black and red, without top. All new 1902 models, with latest improvements—heavy spokes, heavy chains, steam pumps, etc. We also have a number of second-hand Locomobiles, Oldsmobiles, Toledos and Haynes-Appersons at from \$350.00 up, which we will close out at prices that will sell them. Write for detailed price list and description at once if you want a bargain. Day Automobile Co., 4105-7 Olive Street, St. Louis, Mo.

FOR SALE.—Delivery in October, 7-hp. and 10-hp. Panhard Chassis, at reasonable prices. Also 70-hp. Panhard (Paris-Vienna type), guaranteed mile 46 seconds, second-hand; 12-hp. Panhard, in good order, with parts and tire; 40-hp. Panhard (Paris-Berlin type), guaranteed in good condition, with parts and tire, all at reasonable prices. G. Combet, 247 West Fiftieth Street, New York City.

CHERRY WOOD SEPARATORS FOR STORAGE BATTERIES.—Buy of the Manufacturer. All standard sizes kept in stock. Samples furnished on application. Price, 24c. and up. ROBERT WICK, 654 and 656 West 30th St., New York.

IF DESIROUS to sell or exchange your automobile, call or write to R. E. Jarrige, 523 Fifth Avenue, New York City.

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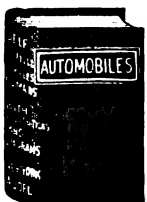
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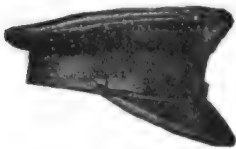
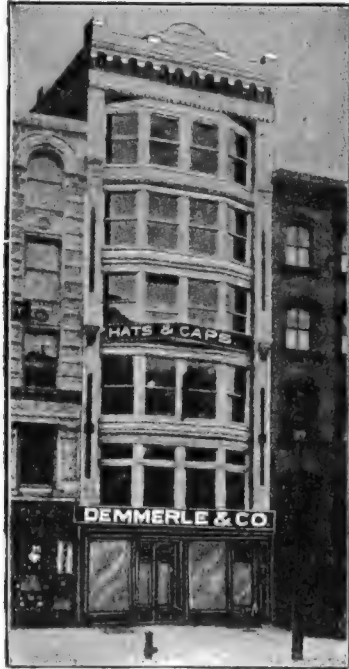
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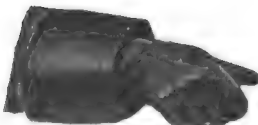
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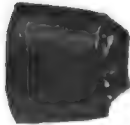
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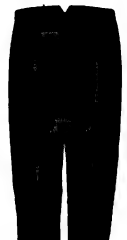
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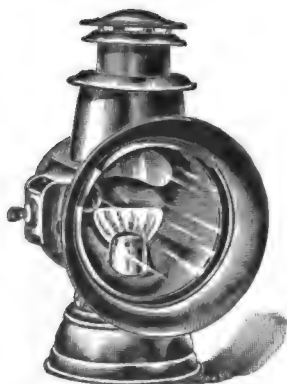
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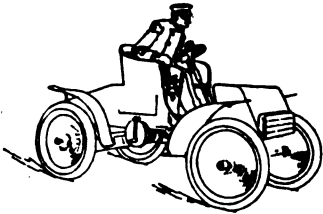
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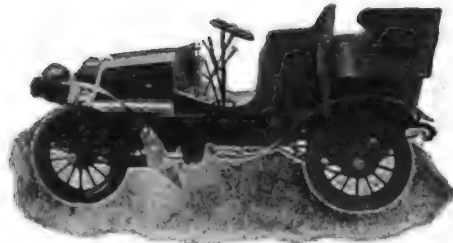
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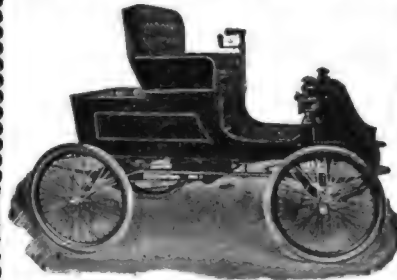
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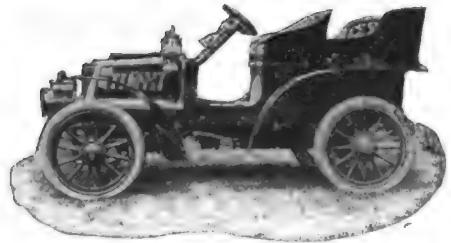
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Number.	Total L'gth.	Diam. of Bell.	Metal.	Price.
8	8½	3¼	Nickel	\$4 00
9	10	3½	"	4 80
10	11	4	"	5 20
11	12	5	"	6 50
12	12	5½	"	7 50

The following are straight style, the opening pointing forward from bulb, as per cut, No. 12:

Number.	Total L'gth.	Diam. of Bell.	Metal.	Price.
12	13	6	Brass	\$8 40
14	14	6½	"	7 60
1	8	2½	Nickel	2 75
1½	9	3¼	"	3 00
2	10	3½	"	3 40
2½	10½	3¾	"	3 75
3	11½	4½	"	4 40
4	12½	5½	"	5 90
5	13½	5¾	"	7 00

Any of the above Horns, fitted with 4 feet Flexible Metallic Tubing, \$4.00 extra. No. 4, 12½ total length, 5½ diameter of bell, with 3¼ feet Flexible Metallic Tubing and Screen attached, \$12.50, Brass or Nickel.

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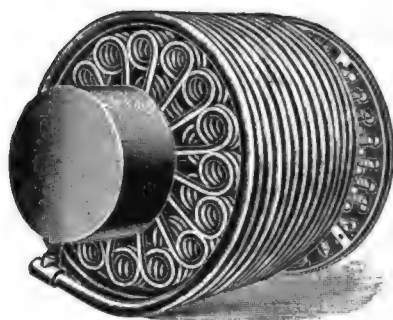
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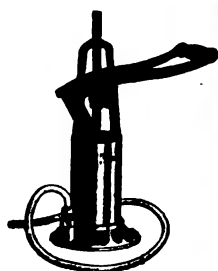
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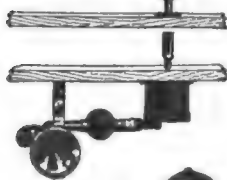


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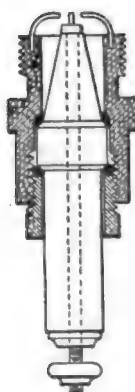


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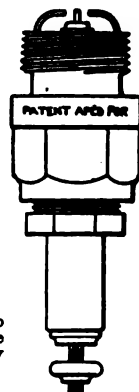


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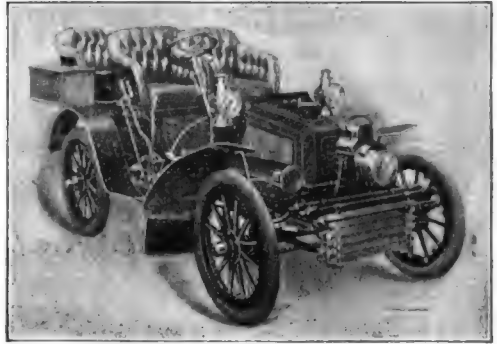
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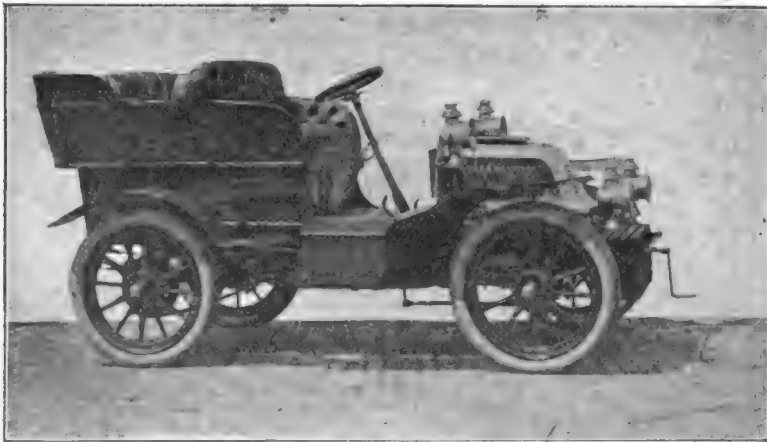
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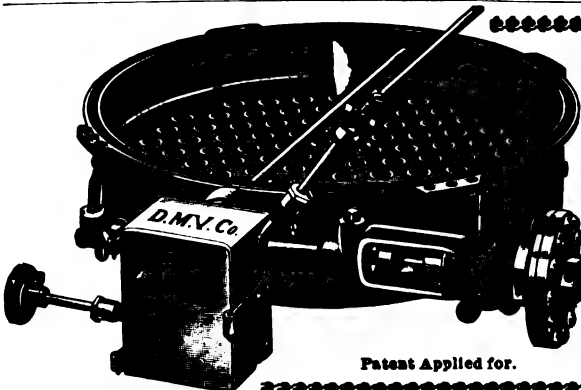
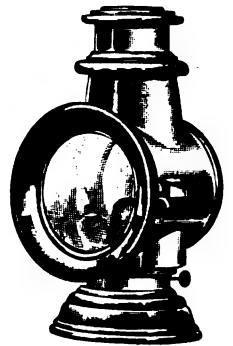
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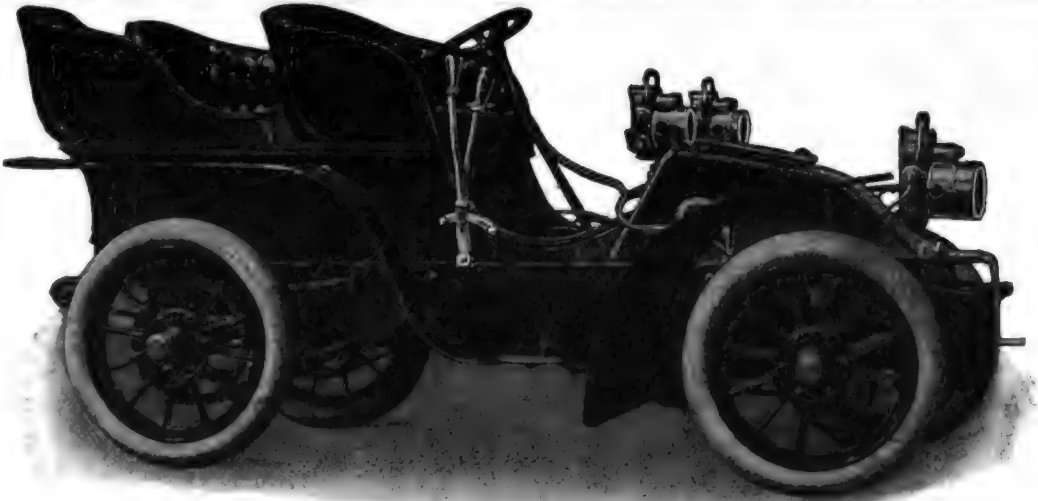
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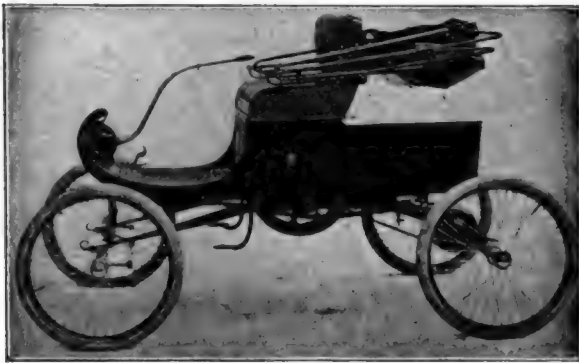
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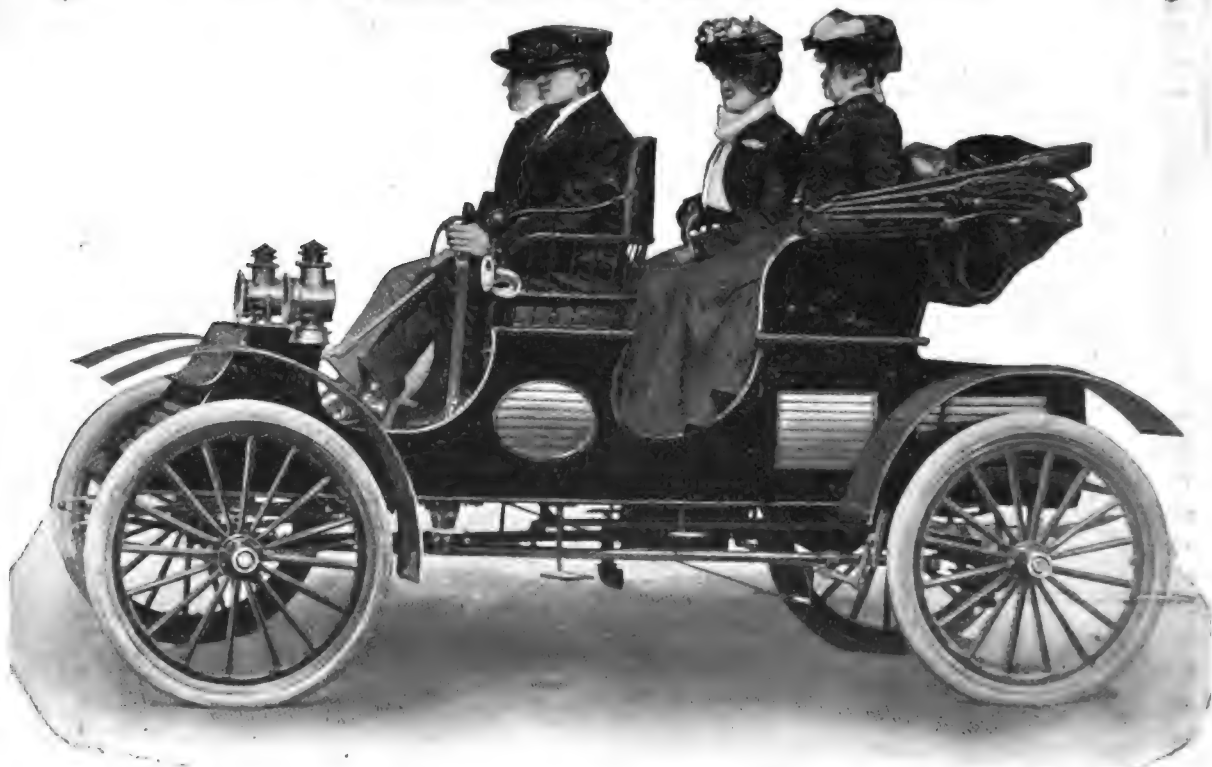
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